



Hongkong Daily Press.

ESTABLISHED 1887

Registered as a Newspaper at the General Post Office in the United Kingdom

YOU CAN DEFY
THE INJURIOUS
GLARE OF THE SUN
BY WEARING
CROOKES' GLASSES
OBTAINABLE FROM
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,808

號八零百三第萬二第

日四十月六年亥癸

HONGKONG, FRIDAY, JULY 27th, 1923. 五拜禮

號七廿月七年二十國民華中

PRICE, \$3 PER MONTH

INTIMATION

**A NEW SPECIALITY
BASS LIGHT
SPARKLING ALE
PURPLE TRIANGLE.**

Specially brewed for hot climates, lighter than the well-known Red Triangle.

**CALDBECK,
MACGREGOR
& CO., LTD.,**

15, QUEEN'S ROAD, CENTRAL.

TELEPHONE: CENTRAL No. 75.

SPORTING.

SPORTING GUNS by W. W. GREENER and Other Makers—British, French and American—also SPORTING CARTRIDGES of all descriptions.

(Sportmen are cordially invited to inspect Samples of GUNS by WEBLEY and SCOTT now on view at our Store.)

THE HONGKONG SPORTING ARMS AND AMMUNITION STORE,
5-6, BEAconsfield ARCADE.

PEAK TRAMWAYS CO. LIMITED.

TIME-TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m. every 15 minutes	Stop
8.00 " " " " " " " " " "	Stop
8.30 " " " " " " " " " "	Stop
8.47 " " " " " " " " " "	Stop
8.54 " " " " " " " " " "	Stop
9.04 " " " " " " " " " "	Stop
9.11 " " " " " " " " " "	Stop
9.20 " " " " " " " " " "	Stop
9.30 a.m. to 11.00 p.m. every 10 minutes	Stop
11.30 " " " " " " " " " "	Stop
12.00 " " " " " " " " " "	Stop
12.30 " " " " " " " " " "	Stop
12.47 " " " " " " " " " "	Stop
1.04 " " " " " " " " " "	Stop
1.13 " " " " " " " " " "	Stop
1.20 " " " " " " " " " "	Stop
1.30 p.m. to 4.00 p.m. every 10 minutes	Stop
4.00 " " " " " " " " " "	Stop
4.30 " " " " " " " " " "	Stop
4.40 " " " " " " " " " "	Stop
4.57 " " " " " " " " " "	Stop
5.04 " " " " " " " " " "	Stop
5.13 " " " " " " " " " "	Stop
5.20 " " " " " " " " " "	Stop
5.30 " " " " " " " " " "	Stop
5.40 " " " " " " " " " "	Stop
5.57 " " " " " " " " " "	Stop
6.04 " " " " " " " " " "	Stop
6.13 " " " " " " " " " "	Stop
6.20 " " " " " " " " " "	Stop
6.30 " " " " " " " " " "	Stop
6.40 " " " " " " " " " "	Stop
6.57 " " " " " " " " " "	Stop
7.04 " " " " " " " " " "	Stop
7.13 " " " " " " " " " "	Stop
7.20 " " " " " " " " " "	Stop
7.30 " " " " " " " " " "	Stop
7.37 " " " " " " " " " "	Stop
7.44 " " " " " " " " " "	Stop
7.54 " " " " " " " " " "	Stop
8.03 " " " " " " " " " "	Stop
8.10 " " " " " " " " " "	Stop

SUNDAYS.

7.00 a.m. to 8.00 a.m. every 15 minutes	Stop
8.00 " " " " " " " " " "	Stop
8.30 " " " " " " " " " "	Stop
8.47 " " " " " " " " " "	Stop
8.54 " " " " " " " " " "	Stop
9.04 " " " " " " " " " "	Stop
9.11 " " " " " " " " " "	Stop
9.20 " " " " " " " " " "	Stop
9.30 a.m. to 11.00 p.m. every 10 minutes	Stop
11.30 " " " " " " " " " "	Stop
12.00 " " " " " " " " " "	Stop
12.30 " " " " " " " " " "	Stop
12.47 " " " " " " " " " "	Stop
1.04 " " " " " " " " " "	Stop
1.13 " " " " " " " " " "	Stop
1.20 " " " " " " " " " "	Stop
1.30 p.m. to 4.00 p.m. every 10 minutes	Stop
4.00 " " " " " " " " " "	Stop
4.30 " " " " " " " " " "	Stop
4.40 " " " " " " " " " "	Stop
4.57 " " " " " " " " " "	Stop
5.04 " " " " " " " " " "	Stop
5.13 " " " " " " " " " "	Stop
5.20 " " " " " " " " " "	Stop
5.30 " " " " " " " " " "	Stop
5.40 " " " " " " " " " "	Stop
5.57 " " " " " " " " " "	Stop
6.04 " " " " " " " " " "	Stop
6.13 " " " " " " " " " "	Stop
6.20 " " " " " " " " " "	Stop
6.30 " " " " " " " " " "	Stop
6.40 " " " " " " " " " "	Stop
6.57 " " " " " " " " " "	Stop
7.04 " " " " " " " " " "	Stop
7.13 " " " " " " " " " "	Stop
7.20 " " " " " " " " " "	Stop
7.30 " " " " " " " " " "	Stop
7.37 " " " " " " " " " "	Stop
7.44 " " " " " " " " " "	Stop
7.54 " " " " " " " " " "	Stop
8.03 " " " " " " " " " "	Stop
8.10 " " " " " " " " " "	Stop

EXTRA CARS—12 MIDNIGHT.

NIGHT CARS—WEEKDAYS AND SUNDAYS:
From 8.00 p.m. to 11.00 p.m. every 30 minutes
From 11.00 p.m. to 1.00 a.m. every 15 minutes
By ARRANGEMENT AT THE COMPANY'S OFFICE
ALEXANDRA BUILDINGS,
HONGKONG, 1st June 1923.

KOWLOON-CANTON RAILWAY.

TIME-TABLE

On and after FRIDAY, SEPTEMBER 15th, 1923, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

STATION	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100	No. 101	No. 102	No. 103	No. 104	No. 105	No. 106	No. 107	No. 108	No. 109	No. 110	No. 111	No. 112	No. 113	No. 114	No. 115	No. 116	No. 117	No. 118	No. 119	No. 120	No. 121	No. 122	No. 123	No. 124	No. 125	No. 126	No. 127	No. 128	No. 129	No. 130	No. 131	No. 132	No. 133	No. 134	No. 135	No. 136	No. 137	No. 138	No. 139	No. 140	No. 141	No. 142	No. 143	No. 144	No. 145	No. 146	No. 147	No. 148	No. 149	No. 150	No. 151	No. 152	No. 153	No. 154	No. 155	No. 156	No. 157	No. 158	No. 159	No. 160	No. 161	No. 162	No. 163	No. 164	No. 165	No. 166	No. 167	No. 168	No. 169	No. 170	No. 171	No. 172	No. 173	No. 174	No. 175	No. 176	No. 177	No. 178	No. 179	No. 180	No. 181	No. 182	No. 183	No. 184	No. 185	No. 186	No. 187	No. 188	No. 189	No. 190	No. 191	No. 192	No. 193	No. 194	No. 195	No. 196	No. 197	No. 198	No. 199	No. 200	No. 201	No. 202	No. 203	No. 204	No. 205	No. 206	No. 207	No. 208	No. 209	No. 210	No. 211	No. 212	No. 213	No. 214	No. 215	No. 216	No. 217	No. 218	No. 219	No. 220	No. 221	No. 222	No. 223	No. 224	No. 225	No. 226	No. 227	No. 228	No. 229	No. 230	No. 231	No. 232	No. 233	No. 234	No. 235	No. 236	No. 237	No. 238	No. 239	No. 240	No. 241	No. 242	No. 243	No. 244	No. 245	No. 246	No. 247	No. 248	No. 249	No. 250	No. 251	No. 252	No. 253	No. 254	No. 255	No. 256	No. 257	No. 258	No. 259	No. 260	No. 261	No. 262	No. 263	No. 264	No. 265	No. 266	No. 267	No. 268	No. 269	No. 270	No. 271	No. 272	No. 273	No. 274	No. 275	No. 276	No. 277	No. 278	No. 279	No. 280	No. 281	No. 282	No. 283	No. 284	No. 285	No. 286	No. 287	No. 288	No. 289	No. 290	No. 291	No. 292	No. 293	No. 294	No. 295	No. 296	No. 297	No. 298	No. 299	No. 300	No. 301	No. 302	No. 303	No. 304	No. 305	No. 306	No. 307	No. 308	No. 309	No. 310	No. 311	No. 312	No. 313	No. 314	No. 315	No. 316	No. 317	No. 318	No. 319	No. 320	No. 321	No. 322	No. 323	No. 324	No. 325	No. 326	No. 327	No. 328	No. 329	No. 330	No. 331	No. 332	No. 333	No. 334	No. 335	No. 336	No. 337	No. 338	No. 339	No. 340	No. 341	No. 342	No. 343	No. 344	No. 345	No. 346	No. 347	No. 348	No. 349	No. 350	No. 351	No. 352	No. 353	No. 354	No. 355	No. 356	No. 357	No. 358	No. 359	No. 360	No. 361	No. 362	No. 363	No. 364	No. 365	No. 366	No. 367	No. 368	No. 369	No. 370	No. 371	No. 372	No. 373	No. 374	No. 375	No. 376	No. 377	No. 378	No. 379	No. 380	No. 381	No. 382	No. 383	No. 384	No. 385	No. 386	No. 387	No. 388	No. 389	No. 390	No. 391	No. 392	No. 393	No. 394	No. 395	No. 396	No. 397	No. 398	No. 399	No. 400	No. 401	No. 402	No. 403	No. 404	No. 405	No. 406	No. 407	No. 408	No. 409	No. 410	No. 411	No. 412	No. 413	No. 414	No. 415	No. 416	No. 417	No. 418	No. 419	No. 420	No. 421	No. 422	No. 423	No. 424	No. 425	No. 426	No. 427	No. 428	No. 429	No. 430	No. 431	No. 432	No. 433	No. 434	No. 435	No. 436	No. 437	No. 438	No. 439	No. 440	No. 441	No. 442	No. 443	No. 444	No. 445	No. 446	No. 447	No. 448	No. 449	No. 450	No. 451	No. 452	No. 453	No. 454	No. 455	No. 456	No. 457	No. 458	No. 459	No. 460	No. 461	No. 462	No. 463	No. 464	No. 465	No. 466	No. 467	No. 468	No. 469	No. 470	No. 471	No. 472	No. 473	No. 474	No. 475	No. 476	No. 477	No. 478	No. 479	No. 480	No. 481	No. 482	No. 483	No. 484	No. 485	No. 486	No. 487	No. 488	No. 489	No. 490	No. 491	No. 492	No. 493	No. 494	No. 495	No. 496	No. 497	No. 498	No. 499	No. 500	No. 501	No. 502	No. 503	No. 504	No. 505	No. 506	No. 507	No. 508	No. 509	No. 510	No. 511	No. 512	No. 513	No. 514	No. 515	No. 516	No. 517	No. 518	No. 519	No. 520	No. 521	No. 522	No. 523	No. 524	No. 525	No. 526	No. 527	No. 528	No. 529	No. 530	No. 531	No. 532	No. 533	No. 534	No. 535	No. 536	No. 537	No. 538	No. 539	No. 540	No. 541	No. 542	No. 543	No. 544	No. 545	No. 546	No. 547	No. 548	No. 549	No. 550	No. 551	No. 552	No. 553	No. 554	No. 555	No. 556	No. 557	No. 558	No. 559	No. 560	No. 561	No. 562	No. 563	No. 564	No. 565	No. 566	No. 567	No. 568	No. 569	No. 570	No. 571	No. 572	No. 573	No. 574	No. 575	No. 576	No. 577	No. 578	No. 579	No. 580	No. 581	No. 582	No. 583	No. 584	No. 585	No. 586	No. 587	No. 588	No. 589	No. 590	No. 591	No. 592	No. 593	No. 594	No. 595	No. 596	No. 597	No. 598	No. 599	No. 600	No. 601	No. 602	No. 603	No. 604	No. 605	No. 606	No. 607	No. 608	No. 609	No. 610	No. 611	No. 612	No. 613	No. 614	No. 615	No. 616	No. 617	No. 618	No. 619	No. 620	No. 621	No. 622	No. 623	No. 624	No. 625	No. 626	No. 627	No. 628	No. 629	No. 630	No. 631	No. 632	No. 633	No. 634	No. 635	No. 636	No. 637	No. 638	No. 639	No. 640	No. 641	No. 642	No. 643	No. 644	No. 645	No. 646	No. 647	No. 648	No. 649	No. 650	No. 651	No. 652	No. 653	No. 654	No. 655	No. 656	No. 657	No. 658	No. 659	No. 660	No. 661	No. 662	No. 663	No. 664	No. 665	No. 666	No. 667	No. 668	No. 669	No. 670	No. 671	No. 672	No. 673	No. 674	No. 675	No. 676	No. 677	No. 678	No. 679	No. 680	No. 681	No. 682	No. 683	No. 684	No. 685	No. 686	No. 687	No. 688	No. 689	No. 690	No. 691	No. 692	No. 693	No. 694	No. 695	No. 696	No. 697	No. 698	No. 699	No. 700	No. 701	No. 702	No. 703	No. 704	No. 705	No. 706	No. 707	No. 708	No. 709	No. 710	No. 711	No. 712	No. 713	No. 714	No. 715	No. 716	No. 717	No. 718	No. 719	No. 720	No. 721	No. 722	No. 723	No. 724	No. 725	No. 726	No. 727	No. 728	No. 729	No. 730	No. 731	No. 732	No. 733	No. 734	No. 735	No. 736	No. 737	No. 738	No. 739	No. 740	No. 741	No. 742	No. 743	No. 744	No. 745	No. 746	No. 747	No. 748	No. 749	No. 750	No. 751	No. 752	No. 753	No. 754	No. 755	No. 756	No. 757	No. 758	No. 759	No. 760	No. 761	No. 762	No. 763	No. 764	No. 765	No. 766	No. 767	No. 768	No. 769	No. 770	No. 771	No. 772	No. 773	No. 774	No. 775	No. 776	No. 777	No. 778	No. 779	No. 780	No. 781	No. 782	No. 783	No. 784	No. 785	No. 786	No. 787	No. 788	No. 789	No. 790	No. 791	No. 792	No. 793	No. 794	No. 795	No. 796	No. 797	No. 798	No. 799	No. 800	No. 801	No. 802	No. 803	No. 804	No. 805	No. 806	No. 807	No. 808	No. 809	No. 810	No. 811	No. 812	No. 813	No. 814	No. 815	No. 816	No. 817	No. 818	No. 819	No. 820	No. 821	No. 822	No. 823	No. 824	No. 825	No. 826	No. 827	No. 828	No. 829	No. 830	No. 831	No. 832	No. 833	No. 834	No. 835	No. 836	No. 837	No. 838	No. 839	No. 840	No. 841	No. 842	No. 843	No. 844	No. 845	No. 846	No. 847	No. 848	No. 849	No. 850	No. 851	No. 852	No. 853	No. 854	No. 855	No. 856	No. 857	No. 858	No. 859	No. 860	No. 861	No. 862	No. 863	No. 864	No. 865	No. 866	No. 867	No. 868	No. 869	No. 870	No. 871	No. 872	No. 873	No. 874	No. 875	No. 876	No. 877	No. 878	No. 879	No. 880	No. 881	No. 882	No. 883	No. 884	No. 885	No. 886	No. 887	No. 888	No. 889	No. 890	No. 891
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Price: Per Case, 11 doz. qts., Duty Paid—\$24.00.

SOLE AGENTS:
GANDE, PRICE & CO., LTD.,
No. 8, QUEEN'S ROAD CENTRAL
Tel. Central No. 135. HONGKONG.

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JUST RECEIVED
An Assortment of
CANADA'S CHOICEST
INCLUDING
CHICKEN HALIBUT
RED SPRING SALMON
DRESSED SILVERS
BLUEBACKS
Every Bit as Good as Freshly Caught.

LOTOL AND ITS USES

Lotol Means Sudden Death
to
Cockroaches, Flies, Bugs, Ants, Silverfish and Mosquitoes.
LOTOL disinfects and will destroy in 24 minutes the Bacilli of Typhoid or other Fever.
LOTOL is guaranteed to destroy and exterminate every kind of insect pest.
NO PLAGUE
Where LOTOL is, there can be NO PLAGUE nor any kind of INFECTIOUS DISEASE.
LOTOL IS MADE IN AUSTRALIA.

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10, Des Vaux Road Central. Phone 3255.
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W. P. SIMPSON
(LATE OF DISS BROS.)

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When the Doctor prescribes he expects the Druggist to fill the prescription with Pure Drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the Doctor's Prescription filled here and the result will be satisfactory.

THE PHARMACY,

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HONGKONG GOVERNMENT'S SHIPPING PROFITS.

HON. MR. FLETCHER'S REPLIES TO RECENT CRITICISMS.

FULL HISTORY OF REQUISITION SCHEME.

There was laid on the table of the Legislative Council yesterday a statement on the Shipping Control in Hongkong, 1917-1923, by the Hon. Mr. A. G. M. Fletcher, C.M.G., C.B.E., Colonial Secretary, as Chairman of the Shipping Control Committee. The statement occupies nearly twenty foolscap printed pages, and is issued "in view of the wide publicity which has been given to certain statements made recently in Shanghai."

SHIPOWNERS' ALLEGATIONS.

The specific allegations which the Colonial Secretary answers in this document are the following:—

- that certain vessels were commandeered by the Hongkong Government for the simple purpose of making money out of them, and not for purposes either connected with the war or with the defence of the Colony;
- that the vessels were used by the Hongkong Government solely for profiteering purposes, and were never used nor intended to be used for war purposes or in aid of defence of the Colony of Hongkong or in any connection therewith;
- that the treatment of the owners by the Hongkong Government was pitiless and relentless, with the result that one company was driven into bankruptcy;
- that in most cases the vessels were run at a severe loss to the owners;
- that the vessels were not requisitioned by the Government;
- that the connection of the Imperial Government with the Hongkong Control Scheme was kept secret from the owners;
- that owners were not informed that war risk was covered by the Government, and that they incurred no small cost in respect of such risk;
- that, immediately after certain legal proceedings were commenced against the Government, the Colonial Secretary requested the owners to stay such proceedings on the ground that an amicable settlement might be otherwise arrived at; and that the owners made the unfortunate mistake of consenting, as it later transpired that the postponement was merely used to give the Government time to prepare and enact an Indemnity Ordinance.

Paragraphs (a) and (b) are answered at some length, the sum and substance of the history of the shipping control given in the statement being that the scheme was promulgated by the Imperial Government and worked by them. In a telegram dated the 12th October, 1917, the Secretary of State for the Colonies referred at some length to the proposed appointment of Colonel Thomson, Shipping Adviser to the Indian Government, as Agent of the Shipping Controller, in charge of all lines with headquarters in the Far East, and he added:—

"Following scheme suggested as likely to secure most economical and advantageous use of tonnage available. All seagoing vessels, except those already requisitioned belonging to shipping companies registered in India, Straits Settlements, and Hongkong would be requisitioned from fixed date. Thomson's control so far as concerns finance will extend to all such vessels except those registered in United Kingdom which are already under liner requisition scheme. Vessels will be left to owners to be run as if for themselves but actually for Indian or Colonial Governments and Thomson's functions would be those of General Manager. Owners would credit full earnings and debit charges after allowances for rebates, commissions, etc., and would be paid hire at rates paid in respect of vessels on full requisition subject to adjustments necessary on account of charges payable by owners themselves. Balance of profit if any would be payable to Government of India or Colony. Owners would be reimbursed net cost of maintenance of organisation of officers and staff and would also be entitled to charge customary payment to agents. Do you see any objection to proposals? Despatch by mail and detailed scheme will be communicated in due course but you should not wait for despatch of scheme before replying."

The Hongkong Government, with some hesitation and after further correspondence with regard to details, acquiesced in the proposals made.

In due course the local Control Scheme was prepared and was subsequently operated, in accordance with definite instructions from the Shipping Controller in London.

Colonel Thomson supplied the Government with a list of thirteen steamers which were to be requisitioned, namely: S.S. *Haitan*, *Hai Hong*, *Manapouri*, *Castlefield*, *Telenachus*, *Pheumpeh*, *Ching Ching*, *Patrol*, *Lien Sheng*, *Hai Man*, *Wishnuar*, *Rotorua*, *Uplu*; to which list was added the S.S. *Wollomera*.

It was finally arranged that the requisitioning should be done by the Commodore in the name of the Imperial Government, but that the Colonial Government must accept full responsibility for the financial result of the scheme. The Hongkong Government proposed that the profit, if any, after payment of local expenses, should go to the Imperial Government, subject to the Imperial Government guaranteeing the Colony against heavy loss, but the Shipping Controller was unable to accept this proposal. It was laid down that "the Imperial Government is in no way interested in the financial arrangements or their results except to see that remuneration of Colonial registered vessels is not appreciably higher or lower than that of competing vessels registered and owned in the United Kingdom."

The statement made by Sir H. May to the unofficial Members of the Legislative Council is quoted and then the Memorandum goes on to say:—
The Hongkong Control Scheme came into operation on the 15th April, 1918, and its great practical utility at once became apparent. A number of tramps, whose movements were being directed by the opportunities for profit-making arising from the requisitioning of competing ships, were now made directly available for war purposes, to release and take the place of more sea-worthy vessels. It was possible at last to use all British tonnage in the Far East in the most economical way to meet pressing needs.

USES TO WHICH VESSELS WERE PUT.

An account of some of the uses to which certain of the vessels were put may be of interest. The S.S. *Wollomera* had been carrying coal for the account of the Hongkong Government since December, 1917, and later the S.S. *Telenachus*, *Rotorua*, *Ching Ching*, and *Patrol* were used from time to time for a similar purpose. The first trip of the S.S. *Patrol* was for account of the Naval Yard. The Government was thereby enabled to supply coal and coke to the Naval authorities whose requirements were considerable, and also to the Military Authorities and to various industries such as the Hongkong and Whampoa Dock Company, Hongkong Steel Foundry, Hongkong, Canton and Macao Steamboat Company, and the Hongkong Electric Company. It also supplied at a cheap rate, 1,200 tons monthly to the Chinese Section of the Kowloon-Canton Railway, without which that Section would have been unable to continue its service.

When, in the spring of 1918, arrangements were unexpectedly made by the Imperial Government to divert Dutch tonnage, and the trade in raw sugar between Java and Hongkong was in consequence completely dislocated, the S.S. *Wollomera* was despatched to Java and brought up a full cargo of sugar. The Government was also able to arrange for the Russian S.S. *Uplu*, not under its control, to bring sugar.

The Government of the Straits Settlements had in the meantime represented to the Hongkong Government the need for an increased output of tin for war purposes and had requested assistance in carrying Chinese labour to that Colony. It was possible to make arrangements to send coolies from Hongkong, but Singapore had quarantined the Colony on account of cerebro-spinal meningitis, and was unable to entertain a representation that the disease was understood to be quite as prevalent in Amoy and Swatow as it was in Hongkong. Consequently the S.S. *Wollomera* was placed on the Amoy-Singapore-Batavia run, for the particular purpose of carrying coolies to Singapore, and also to carry on the normal trade with Rangoon.

The S.S. *Haitan* was taken up to carry coal for Admiralty account, but, as she was found to be unsuitable, she was despatched in June, 1918, to Amoy to carry coolies to Singapore. She remained on this run, and in August she was put on the trip Singapore, Hongkong, Amoy, Singapore, the reason being that the Green Island Cement Company required tonnage to carry cement for Government works at Batavia, while the Government of the Straits Settlements required coolies, but would not allow them to come from Hongkong. Consequently the S.S. *Haitan* carried the cement via Amoy. In September the ship was diverted for a trip to Java to fetch sugar.

The S.S. *Telenachus* was taken off a charter bringing in Straits \$115,000 a month in order to carry coal for specified Hongkong industries. This coal came from the Kailan Mining Administration on whose behalf Colonel Thomson and the Admiralty had invoked the assistance of the Hongkong Government. The S.S. *Patrol* also carried the Kailan Administration coal. In November, 1918, she was detailed to bring rice from Saigon.

It was at the same time considered to be essential, in the interests of British trade and prestige, to keep as many as possible of the Hongkong-controlled vessels on the regular coast runs, and in view of certain representations which had been made by His Majesty's Ministers at Peking and Bangkok, and also representations made by the Governor-General of Indo-China regarding the Saigon rice trade, the Douglas Company's ships, *Haitan* and *Hai Hong*, served the customary Coast ports throughout the requisition period, with the exception that the S.S. *Hai Hong* was lent to the Naval Authorities for one voyage to carry reinforcements from the Manchester Regiment to Vladivostok. The steamers *Castlefield*, *Manapouri*, and *Wishnuar* continued on their original charters within the usual coast trade limits, and such other vessels,

as could from time to time be spared, were made available for the miscellaneous requirements of the Coast which were normally served by a much larger number of ships. The S.S. *Uplu* continued to carry coal for the Kailan Mining Administration. Every run was most carefully watched, sub-chartering was not permitted, and charters, while binding the charterer for a fixed period, reserved to the Hongkong Government the right to terminate the contract at a month's notice.

Although the Hongkong Control Scheme was proving of immense benefit to the Colony, the tonnage was not nearly sufficient to meet requirements, and every endeavour was made to supplement it. The S.S. *Castlefield*, of Singapore Registry, was lying at the Taikoo Dockyard awaiting repairs, which the owners were unwilling to carry out, and the Hongkong Government asked permission to repair the vessel and run her under the Hongkong Scheme, but that Government was unable to accept the proposal. The Government of the Straits Settlements were further approached, but without success, for permission for the S.S. *Huck Lee* and *Wai of the Wip* to be run under the Hongkong Scheme. These vessels had been purchased by Hongkong owners but had remained on the Singapore Register. Colonel Thomson arranged for the placing of the S.S. *Kaitan* at the disposal of the Hongkong Government for the purpose of carrying coal for the Naval Yard, but at the last moment the vessel could not be made available. Negotiations were entered into regarding the S.S. *Sui Kwa* under the Chinese flag, which had for a long time been lying idle in the harbour owing to a complicated lawsuit. An offer was made to repair and run the ship for the account of whoever might be concerned, but the vessel was so fast entangled in the meshes of the law that it was impossible to extricate her. An attempt was made to arrange for the sailing of the Association of the Hongkong Government of a steamer which had been stranded on the Siberian coast, but the project was found to be impracticable. In August, 1918, three small and old British vessels, the *Amberst*, *Cornelia*, and *Hok* (Canton, of 241, 214, and 288 tons respectively, were requisitioned by the Naval Authorities and were placed under the orders of the Shipping Control Committee.

RELATIONS BETWEEN GOVERNMENT AND OWNERS.

The relations between the Hongkong Government and the Shipowners were throughout of a most cordial nature. All owners co-operated in a most patriotic manner and did their utmost to make the Control Scheme work smoothly and successfully. A Shipowners' Protection Association was formed under the Chairmanship of Mr. S. T. Williamson, of Messrs. Moller and Company, and his services, placed freely at the disposal of the Government, were of the greatest assistance. There was one request presented by the Association to which the Government could not see its way to accede. The Association wished to be represented upon the Shipping Control Committee, and this was refused, for the reason that the Committee had been chosen, as an independent body having no connection with the requisitioned ships, to advise the Government on technical matters connected with the ships. Mr. Sutherland and Mr. Young sat as representatives of Colonel Thomson, Agent to the Shipping Controller, who was in constant communication with the Colony with regard to controlled ships. The Committee worked in close and constant touch with the Vital Requirements Committee, which advised as to the employment of the ships for the needs of the Colony, and Mr. H. P. White, representing the controlled vessels of the Douglas Steamship Company, took his seat upon the latter body.

REMUNERATION OF OWNERS.

The question of the remuneration to be paid to owners was one of considerable difficulty. The Shipping Controller's instructions were that the remuneration was not to be appreciably higher or lower than that of competing vessels, the vessels most directly concerned being those of the Indo-China and China Navigation fleets. The Hongkong Government urged the Shipping Controller in London that in view of the increase in prices and the rise in exchange the remuneration should be payable at day exchange half 1/9 and half rate of day. This was refused, it being again pointed out that the payments to owners under the local scheme must not be more favourable than payments to owners under the Imperial scheme. Further representations were made in the following terms:—"It must be remembered that the vessels brought under local requisition are mostly old and in more or less bad condition, having been discarded at periods more or less remote, from the regular lines; with the result that the cost of repair and upkeep is proportionately heavier than in the case of vessels, such as those of the Indo-China and China Navigation Companies, on the regular lines. I was aware, when I sent my telegram of the 9th March, that expenses connected with repairing and running were on owners' risk, if the owners were prepared to run the vessels; and, in order to offer the owners a sufficient inducement to do so, I accepted the advice of the Control Committee to grant the terms stated in the telegram which I addressed to you on the 17th April. My further recommendation in that telegram, that payment should be made half at 1/9 and half at the rate of the day, was based upon a careful review of figures and accounts put forward by the local owners. I am satisfied that in the case of the ships now in question the grant of this additional remuneration is fully justified." A similar representation was made to Colonel Thomson, but the Shipping Controller could not see his way to accede to the request. Colonel Thomson had written on the 25th March, 1919:—"You will observe that London lays great stress upon the fact that payments to owners out East should not be greater than those paid at home."

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HONGKONG GOVERNMENT'S SHIPPING PROFITS.

(Continued from page 2.)

A revision of Blue Book rates for transits enabled the Hongkong Government to increase its payments to owners with effect from the commencement of the local scheme, but about the same period notice was given that the arrangements as to owners' commission were being modified. It was urged that there should not be any reduction in the rate paid to owners under the Hongkong scheme, and, pending the receipt of further instructions, the full commission was paid up to the end of the revision period. Some correspondence on the subject ended in May, 1920, with a letter from the Ministry of Shipping:—"I am to say that the Shipping Controller regrets the decision arrived at by the Government of Hongkong and feels bound to place on record his view that the reasons adduced for that decision do not seem to him to be altogether adequate."

This letter is quoted, and the matter of owners' remuneration has been dealt with in some detail, because there has been a wide-spread impression that the Hongkong Government had a free hand in the matter and had not been liberal in its treatment of the owners.

THE QUESTION OF INSURANCE.

There were some who did not see eye to eye with the Hongkong Government on this question of remuneration. A complaint was made to the Shipping Controller in London regarding the alleged preferential treatment accorded to the Hongkong controlled ships, in their category of transits, as compared with ships classified as liners. The Hongkong Government, being asked to report, expressed the opinion that the arguments, which had been advanced in support of the complaint, were untenable. The Hongkong vessels were old and of inferior class and they were not considered seaworthy enough for full insurance. For this reason the cost of upkeep was proportionally heavier and special concessions should be granted. The ages of the vessels varied from 27 to 43 years, and, as they were not in good condition, constant repairs were necessary, at enormously enhanced cost compared with pre-war rates. The Ministry of Shipping had pointed out that the revision of transit rates in the United Kingdom was necessary largely on account of the cost of insurance. In the case of the Hongkong transits marine risks could be insured against for "total loss only" at rates between 10 and 15 per centum, it being impossible to insure "with average" whereas the insurance rate for the two cargo liners under the Scheme was 3 per centum "for total loss only" and 6 per centum "with average"; and those liners might be taken as representative of all the liners on the China Coast.

The question of insurance against war risk was one of some difficulty. In a circular letter addressed on the 13th March, 1918, to all owners, they were informed that the Government would accept all war risks, and the question for decision was whether the Hongkong Government should insure or whether it should carry the risk itself. The risk was slight and insurance rates were high, but there was a possibility that vessels might be lost through the sudden appearance of a raider, or the placing of explosives in cargo, or other enemy action. On the advice of the Vital Requirements Committee the ships were insured for three months in the first instance. The Shipping Control Committee obtained from Messrs. Goddard & Douglas a valuation of each ship at its true value, the total sum for the fourteen ships being £259,000, and upon this sum insurance premium amounting to £43,716.41 were paid. At the expiration of the three months the Government had a sufficient sum in hand to form the nucleus of a sinking fund, and it was decided, again on the advice of the Vital Requirements Committee, that the Government should thereafter carry the risk. At a meeting of the Legislative Council on the 17th October, 1918, the Colonial Secretary speaking of the Shipping Fund, said:—"The money is kept for insurance against war risk."

THE POLICY OF RUNNING THE SHIPS.

Another problem which confronted the Government was the question of the policy to be adopted with regard to the running of the ships at a profit. Some figures regarding certain profits which were being made at the time may be of interest in this connection. The balance sheets of a public company controlling one of the requisitioned steamers show the following figures:—

Capital £40,000 in 500 shares of £80 each. Value of steamer written down to £20,000. Profit for the years ending in February 1918, 1917, and 1916 respectively £163,762; £245,041; £351,330. Dividend per share of £20 in respect of these years, £183; £275.50; £508; and remuneration to Directors and Auditor £16,390; £24,524; £33,453. This may have been an extreme case, but there were other instances of very large gains. The Government had to decide to what extent it should take advantage of the extraordinary earning powers which the war had given to the steamers.

The Shipping Controller's instructions seemed to be clear. The ships which were not required for special Government work were to be run by the owners in their customary manner; vessels which were left to owners to run as if for themselves but actually for the Colonial Government. The Hongkong Control Scheme was to be based on the latter Requisition Scheme, the instructions regarding which were:—"It is not the desire of the Government to interfere either with the nature of the business of the Established Line or the method of conducting it which would have been followed had the controlled vessels not been requisitioned, except in so far as the National interest may require. Each Established Line shall continue therefore to manage its business and to run the controlled vessels with as much zeal and shall have the same discretion in such management as if its own interests alone were involved."

It was decided that the Government had no option but to charge the then market price. It was true that high freight rates meant inflated prices, but market rates were being charged in respect of vessels under Imperial control, and the Commodore had advised that full freight rates should be maintained in respect of Liner Requisition vessels; and, if the Hongkong Government had offered its ships below prevailing prices, instructions would no doubt have been received from the Shipping Controller that competitors, for example the Indo-China and China Navigation vessels, must not be undercut. In any event freight remitted to a shipper would not have gone into the consumer's pocket. There was the further point that the owners were getting 5 per cent. upon the earnings of their ships and they naturally did not want these earnings to be reduced. It may be mentioned that in the case of a ship such as the *Patrol*, carrying coal for Government account in respect of which no freight was payable, the Government allowed the owners to draw commission on the sum which would have been paid for freight in the open market.

The Government strictly adhered to the policy that, in deciding upon the various uses for which ships were required, any consideration of profit making must be kept entirely in the background. Late in the year 1918 instructions were received from the Admiralty that a number of vessels, which had been on Imperial requisition, were to be transferred to the Hongkong Control Scheme, but after some telegraphic correspondence these instructions were cancelled and in a telegram dated the 23rd January, 1919, the Hongkong Government was authorised to use its discretion as to continuance of control, which it accordingly discontinued as from the 31st January, 1919.

THE FINANCIAL RESULT.

The Hongkong Control Scheme resulted financially in a net profit of £231,304. The total expenditure, exclusive of war risk insurance, amounted to £8,387, a somewhat striking figure when it is remembered that it represents the entire cost of controlling seventeen ships, with detailed examination of all their trading accounts for the best part of a year. Many a brokerage fee for negotiating a single charter amounted to vasty greater sums, and, if the immense amount of work done had been charged for according to the spacious ideas as to remuneration in the shipping business then prevalent, the profits would have been most materially reduced. The opportunity may be taken to record the very great obligation which the Colony is under to Mr. Sutherland, Mr. Young, and Mr. Cary for their devoted work on its behalf. Mr. Sutherland and Mr. Young received no remuneration of any kind, and Mr. Cary, who was responsible for the control and checking of all ship's accounts, was paid at a rate which, from a business point of view, was merely nominal. Each member of the Control Committee had to find time for the shipping work in addition to his own work, which was in itself abnormal owing to depletion of staffs, and, having regard to all the circumstances, it is perhaps noteworthy that the critics have found such scanty material on which to base their denunciations. Mention may also be made of the good work performed by Commander Bockwith, R.N., Harbour Master, who, as Government Coaling Officer, was responsible for the very satisfactory arrangement in connection with the large quantity of coal handled.

THE INDEMNITY ORDINANCE.

Under date the 25th December, 1920, a circular despatch was issued from the Colonial Office to the Colonies regarding the recently passed Imperial Indemnity Act. It was provided in the Act that His Majesty in Council might apply its provisions to any of the Crown Colonies, but the Secretary of State pointed out that in the course of its passage through the House of Commons the Bill was so developed that in its final form it was closely bound up with conditions and transactions in the United Kingdom. It appeared to him that it was inexpedient to issue any Orders in Council under the Act, and the Colonies were invited to consider the alternative of local legislation. An Indemnity Bill was accordingly introduced in the Council on the 1st September, 1921. It was opposed by the owners, who were represented by counsel, and it was then decided not to proceed further with the matter until the return from leave of Mr. Fletcher who had conducted all negotiations with the owners on behalf of the Government.

Mr. Fletcher came back to the Colony at the end of the year 1921, and after further conversations with the owners, a proposal that half the money held by the Hongkong Government should be returned to them was put before the Unofficial Members of the Legislative Council. The owners were warned that in any event it was improbable that the Imperial Government would be able to accept the proposal; but the Unofficial Members rejected it, on the ground that all British ships having been treated alike, it would be unfair to discriminate in favour of the ships which had been controlled in Hongkong. This matter was referred to at a discussion at the Colonial Office on the 9th November, 1922, at which Mr. Burrows, a solicitor representing the owners, and Mr. C. R. Burkill, representing the *Patrol*, and having an interest in the *s.s. Wollour*, were present. The following note was taken:—

"Reference was made to negotiations with Mr. Fletcher and to an offer of division of profits on a 50/50 basis said to have been made by the Government of Hongkong but turned down by the Unofficials. Sir G. Grimble said that any offer on the lines referred to above, even if it had been decided upon by the Colonial Government, would undoubtedly have failed to secure the Secretary of State's sanction."

The Hongkong Government had now no alternative but to pass the Indemnity Bill which accordingly became law by an unanimous vote of the Legislative Council on the 18th August, 1922. The Hongkong Government's responsibility in the matter was clearly defined at the interview at the

Colonial Office referred to in the last paragraph, the notes of which read as follows:—

"Sir G. Grimble said that before the discussion went further it would be his opinion be useful if he were to state the general position of the matter. He stated that it had been necessary for war reasons for the Government of Hongkong to take the action which was taken as to requisitioning of ships. The Secretary of State's attitude as to this action was that either it was legal or if it were not—and for the sake of argument he was prepared to admit that it was hopelessly illegal—it must be made legal. The Indemnity Ordinance was not a device of the Hongkong Government to meet their own special difficulties, but was passed on the instructions of His Majesty's Government, as similar Ordinances were passed in Colonies similarly situated, and was intended to carry out the deliberate intention and decision of His Majesty's Government that shipowners in Hongkong and elsewhere in the Colonies must not be placed in any way in a more favourable position than shipowners in this country. It had been suggested that the action of the Hongkong Government imposed a special tax on shipowners. Sir G. Grimble was prepared to admit this, but he pointed out that this was a disability shared in common by Hongkong with home shipowners, and that it could not be avoided. He observed that it was only for technical reasons, not specially affecting Hongkong, that it had been decided not to apply the Imperial Indemnity Act to the Colonies, and that as a matter of fact such a course had been very seriously considered. The Hongkong Ordinance was a piece of Imperial policy which no Secretary of State was likely to reverse, and it was inadvisable that it should be disallowed."

On the 28th March, 1923, the following letter was addressed to the owners' solicitors:—

"With reference to my letter of the 19th of September, 1922, I am directed to state that a reply has now been received from the Secretary of State for the Colonies who requests that you should be informed that he regrets that he has not seen his way to recommend to His Majesty the King that the Indemnity Ordinance (No. 15 of 1922), in so far as it concerns the shipping control of Hongkong, should not receive the Royal Assent."

I am also to state that His Grace the Duke of Devonshire has requested His Excellency the Governor to consider and report on any representations which you may wish to make with a view to showing that local shipowners have received less favourable treatment than under the Imperial Scheme.

His Grace further desires that you should be warned that any concession which the Hongkong Government might wish to suggest would require his sanction after consultation with other departments of His Majesty's Government interested in the matter."

No reply has been received to that letter, and there the matter now stands.

THE ALLEGED LOSSES SUSTAINED BY OWNERS.

Various statements have been made, in petitions presented to the Legislative Council and elsewhere, regarding alleged losses sustained by owners owing to the Hongkong Government's Control. The following correspondence bears upon the point:—

Messrs. Denoon, Looker, Deacon, and Harston to Colonial Secretary, 11th April, 1918.

"We enclose herewith working accounts of the steamships *Telemanus*, *Phaenopus*, *Haiman*, *Brihane*, *Wollour*, *Castelfield*, and *Patrol*. From a perusal of such working accounts it will be seen that, when the remuneration proposed to be paid by the Government is placed against the working expenses, the result is a very substantial loss in each case."

Colonial Secretary to Messrs. Denoon, Looker, Deacon, and Harston, 13th April, 1918.

"I may state, however, that this Government is unable to accept the figures which you have put before it. In the case of the *s.s. Telemanus*, for instance, the owners' commission is reckoned upon the sum of £45,907; whereas it would, in fact, under the calculation given, be payable on a sum of £38,800. Depreciation is allowed for upon a value of £900,000, or roughly £90,000; whereas, apart altogether from the question whether or no depreciation is a proper charge, it is customary to take the value for purposes of depreciation as the purchase price plus renewals less the amount already written off. Without going further into detail, it may be stated generally that the accounts, as presented by you, are not drawn up in accordance with the customary practice of shipping companies."

This Government will, however, closely under the working of the requisition scheme, and I am to assure you that the interests of the owners will receive its sympathetic consideration."

With regard to the value of £900,000 placed upon the *Telemanus*, at the time when she was about to come under control, it may be mentioned that in 1916, when large profits were being made and there was no control, the value of the ship was given for probate purposes in the sum of £195,000. The sterling equivalents on the pertinent dates were approximately £22,500 and £19,000.

MODEST SHANGHAI COMPANY DRIVEN INTO LIQUIDATION.

On the 7th June, 1923, at a meeting of the shareholders of Messrs. Moller & Co. (Shanghai), Ltd., held at Shanghai, Mr. E. Moller referred to the Hongkong Government's "unjustifiable scheme, which in its pitilessness and relentlessness is quite unparalleled—a scheme which has had the effect of driving into liquidation a modest Shanghai Shipping Company which has had its Red Anchor flag flying over these Chinese waters for over half a century." Mr. Moller did not make it clear to what company he referred; it was not Messrs. Moller & Co. (Shanghai), Ltd., as that company was incorporated in 1918. Lloyd's Register of Shipping for the year immediately before the outbreak of war does not include Messrs. Moller in the list of shipowners, and it appears from subsequent editions of the Register that the ships which were named by Mr. Moller to his shareholders were acquired at various dates after war began.

In particular connection with the Hongkong Control Scheme Mr. Moller mentioned three vessels only, the *s.s. Manpouri*, *Castelfield*, and *Wollour*, and he stated that "the audited figures covering the running of the steamers under control most cases showed a severe loss." The Government has received statements of alleged losses in respect of six of the seventeen steamers controlled.

Mr. Moller's remarks were generally supported by Mr. C. R. Burkill, who said that he could confirm them from personal experience.

WHY AUDITED ACCOUNTS HAVE NOT BEEN ACCEPTED.

The Government has not accepted the audited figures, referred to by Mr. Moller, and it is its experience that expert opinion of the value of the subject matter of a claim varies very considerably according as the claim is made by or against the Government. The following figures may be quoted in this connection. The audited accounts in respect of two vessels gave £10,488 and £36,320 as actual losses sustained, exclusive of interest, over the period 10th April, 1918, to 31st January, 1919. These vessels were owned by two one-ship companies whose balance sheets in respect of the year 1st February, 1918, to 31st January, 1919, show: in the one case profit for the year £384,045, remuneration to Directors and Auditor £34,424; and dividend of £378 per £50 share; and in the other case profit for the year £214,865, remuneration to Directors and Auditor £21,446, and dividend of £100.50 per £50 share, the capital being £40,000 and the steamer being written down to £20,000 in each case.

With regard to Mr. Moller's ships, his audited accounts, which have not been accepted by the Government, show loss sustained by owner exclusive of interest, £42,520 in respect of the *Manpouri*, and £10,751 in respect of the *Castelfield*. Mr. Moller has not made any claim for loss in respect of the *Wollour*. The total of the two claims is £53,271; against which there is a debt due by Moller to the Hongkong Government in the sum of £44,812, exclusive of interest. Almost the whole of this debt is due, not in respect of a sum paid in error by the Government to Messrs. Moller (Hongkong), Ltd., on account of cargo in the *s.s. Patrol*.

As regards the *Castelfield*, Messrs. Moller & Co. with the approval of the Shipping Control Committee let the ship on a most advantageous charter for twelve calendar months from December, 1918. The charterer failed to take the vessel up, the Attorney-General of Hongkong joined with the *Castelfield* Steamship Company as plaintiffs in an action against the charterer. Judgment was obtained in a very large sum, and it is understood that the matter was finally settled on payment of between £300,000 and £400,000. The Hongkong Government made no claim in respect of the sum which would have been due to it up to the end of January, when its control terminated, but it did rely upon Mr. Moller's debt being paid out of that money. Even if Mr. Moller had discharged this debt, he would still have had a most substantial sum in hand.

The Government is unaware of the subsequent history of Mr. Moller's three ships; except that it is informed, though it cannot vouch for the fact, that the *s.s. Wollour* was sold for a much larger sum than the original purchase price; but it is unable to find any evidence in support of the allegation that the winding up of Messrs. Moller & Co. (Shanghai), Ltd., is in any way due to the Hongkong Control Scheme.

The *s.s. Patrol* was owned by Messrs. A. R. Burkill & Sons, and at the time when she came under the Hongkong Control Scheme she was on time charter for a period of five years ending in 1921, at a rate of £12,000 a month. With regard to this Messrs. Burkill's agents wrote to the Shipowners' Protection Association under date the 11th April, 1918:—

"S.S. *Patrol*. Owing to the above vessel coming under Government Control on or about the 15th April, 1918, according to the proposed control rates the steamer will be earning £15,010 per month, which in this particular case is an improvement in the earning capacity of the steamer"; and on this very same date, the 11th April, Messrs. Burkill's solicitors wrote to the Colonial Secretary stating:—

"We enclose herewith working accounts of the *s.s. Telemanus*, *Phaenopus*, *Haiman*, *Brihane*, *Wollour*, *Manpouri*, *Castelfield*, and *Patrol*. From a perusal of such working accounts it will be seen that, when the remuneration proposed to be paid by the Government is placed against the working expenses, the result is a very substantial monthly loss. Unless the Government are prepared to very substantially increase the remuneration, bankruptcy or liquidation will be the inevitable outcome."

(Continued on page 4.)

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HONGKONG GOVERNMENTS
SHIPPING PROFITS

(Continued from page 4.)

The Government has not received the *Patriot's* audited figures, but, whatever results these show, Mr. C. R. Burkill has at least the consolation that his firm received considerably more remuneration in respect of this ship when under Government Control than it had been receiving under the charter arranged by his firm. Messrs. A. R. Burkill and Sons have not presented any claim for losses incurred by the *s.s. Patriot* or *Hollowna*.

The Douglas Steamship Company's accounts show that that Company was able to pay a dividend of 12 per cent. and a bonus of 10 per cent. in respect of the year ending the 30th June, 1918, and a dividend of 12 per cent. and a bonus of 8 per cent. in respect of the following year, with due provision for depreciation, reserve, and underwriting in addition.

On the other hand there may be quoted the case of one vessel which was so crank that crews were reluctant to go to sea in her, and it was unlikely that her insurance would be renewed. New decks were required to obviate claims on account of sea water spoiling the cargo, and on every trip ballast had to be purchased, as the ship when light was liable to capsize, while the ballast had to be taken out to make room for cargo. In this case a considerable sum due to the Government was remitted *ex gratia*. In two other instances special circumstances led to a remission of certain payments due.

The Hongkong Government has throughout maintained the position that the majority of its controlled vessels were old and out-of-date, with excessive coal consumption and heavy repair bills, and that therefore the owners, being remunerated at the same rate as competitors operating more modern and up-to-date ships, were in respect to a decided disadvantage; although the owners of Hongkong controlled vessels did not pay income tax or excess profits duty. The Hongkong Government cannot however agree that the owners lost money, and it suggests that, in the minds of some owners at least, there has been a confusion of thought between losses supposedly incurred and profits anticipated from war conditions which were not received.

OTHER CHARGES ANSWERED.

The remainder of the Memorandum replies to statements made by Mr. Burkill and Mr. Miller in Shanghai in a letter addressed to the *S.-C. Daily News*, under date the 21st June, 1923. Mr. Burkill wrote:

"The most amusing feature of this is that while the Hongkong Government were apparently carrying such war risk, they kept the sea so well that shipowners were not informed that war risk was covered, and I defy any Government servant in Hongkong to produce any document showing that the owners of the *s.s. Hollowna* were notified that the boat was covered for a specified sum under a Government war risk policy or any other war risk policy."

Mr. Burkill had previously said that "we received no Government policy for war risk, and insuring this risk was no small cost even though our boats were not in the danger zone."

The Colonial Secretary reproduces documents in which the owners were informed that the Government undertook to accept all war risks, and adds: "As the owners knew exactly their rights and the Government's liabilities in respect of war risk; namely that their ships were fully covered in a value which would be settled by agreement, or, failing agreement, by arbitration, and on appeal by the Courts; it did not occur to the Government to notify them individually as to the precise manner in which the risk was being carried. Detailed information was open to any one who might enquire. A similar practice obtained in respect of vessels under Imperial requisition. The Government received no claims for a refund in respect of war risk expenditure incurred by owners, nor did any owner state that he was insuring against war risk."

Mr. Burkill had further publicly alleged that Mr. Fletcher was "travelling a red herring" when he spoke of the Imperial Government and the Naval Commodore being responsible, and asked: "How does he make out that the actual requisition was carried out by the Commodore?" Mr. Fletcher, in reply quotes from a letter from the Solicitors of the Wollara Steamship Co., in which Mr. Burkill was interested, which includes the sentence: "The above ship has been requisitioned by the Admiralty," and says further that Mr. Burkill's ship *Patriot* was requisitioned under a letter from H.M. Dockyard to each owner.

Regarding the stay of legal proceedings commenced by the shipowners, Mr. Fletcher replied to the suggestion that he deliberately proposed the stay in order to give the Hongkong Government time to prepare the Indemnity Ordinance. It is shown by extracts from minutes and letters that the request for postponement was actually made at the request of the shipowners, and the minute of the Attorney-General says: "I remember I felt some difficulty about agreeing because there was always the possibility that Mr. Fletcher might not return and he is the only person who knows anything about the facts."

It is further brought out that when Mr. Fletcher left the Colony for England on 1st January, 1921, neither he nor the Government had contemplated any question of an Indemnity Ordinance.

HONGKONG LEGISLATIVE
COUNCIL.

THE SHIPPING CONTROL.

HON. MR. HOLYOAK ON THE VINDICATION OF THE
GOVERNMENT.KOWLOON LAND-FOR THE LIVING OR
THE DEAD?

BIG CAPITAL FOR BUILDING ON A CEMETERY SITE.

A meeting of the Hongkong Legislative Council was held in the Council Chamber yesterday. There were present:—
His Excellency THE GOVERNOR (Sir R. E. STUBBS, K.C.M.G.),
Colonel C. W. DAVY, C.M.G., D.S.O. (temporarily Commanding the Troop),
Hon. Mr. A. G. M. FLETCHER, C.M.G., C.B.E. (Colonial Secretary),
Hon. Mr. J. H. KEMP, K.C., C.B.E. (Attorney-General),
Hon. Mr. Mel. Messer, O.B.E., Colonial Treasurer,
Hon. Mr. E. A. IRVING (Director of Education),
Hon. Mr. H. T. JACKMAN (Director of Public Works),
Hon. Mr. H. E. POLLOCK, K.C.,
Hon. Mr. P. H. HOLYOAK,
Hon. Mr. R. H. KOTHELL,
Hon. Mr. CHAU SIU-KI,
Hon. Mr. A. O. LANG,
Hon. Mr. A. R. LOWE,
Mr. S. B. B. McLEOD (Clerk of Councils).

PRESENT.
Hon. Mr. E. R. HALLIFAX, C.B.E., (Secretary for Chinese Affairs),
Hon. Mr. A. G. STEPHEN.
NEW MEMBER.
Mr. A. R. LOWE took the oath and his seat as a member of the Council.

MINUTES.
The Minutes of the last meeting were approved and signed by the President.

PAPERS.
Hon. COLONIAL SECRETARY by command of H.E. the Governor laid on the table the following papers:—

- 1.—Rules under the Prison Ordinance, 1920, on 31st May, 1923.
- 2.—Regulations under section 960 of the Public Health and Buildings Ordinance, 1900, on 12th June, 1923.
- 3.—Regulations under section 5 of the Ferries Ordinance, 1917, on 14th June, 1923.
- 4.—Amendments to the Pension Minute published on pages 442 to 454 of the Regulations of Hongkong, 1923.
- 5.—Regulations under section 17 of the Police Force Ordinance, 1900, on 21st June, 1923.
- 6.—Regulations under section 17 of the Police Force Ordinance, 1900, on 21st June, 1923.
- 7.—Order under section 9 of the Post Office Ordinance, 1900, on 27th June, 1923.
- 8.—Order under section 24 of the Rents Ordinance, 1922, on 28th June, 1923.
- 9.—Report on the General Post Office for 1922.
- 10.—Report of the Secretary for Chinese Affairs for 1922.
- 11.—Report of the Director of Public Works for 1922.
- 12.—Report of the Director of Education for 1922.
- 13.—Quarterly return of excesses on sub-heads met by savings under heads of expenditure (Sessional paper No. 5/1923).
- 14.—Shipping Control in Hongkong 1917-1923. (Sessional paper No. 5/1923).
- 15.—Report of the Principal Civil Medical Officer for 1922.

FINANCE.
The Colonial Secretary laid on the table financial minutes 27, and 28 to 35, and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded and this was agreed to.

The Colonial Secretary laid on the table the report of the Finance Committee No. 5 and moved its adoption.

The Colonial Treasurer seconded and this was agreed to.

REMOVAL OF PATIENTS BY LAWS.

The Colonial Secretary: Sir, I beg to move the adoption of the Removal of Patients By-laws. The old by-laws were badly drafted, *ultra vires* in parts and self-contradictory. The question, for example, as to what was to happen in case of a dispute between a private practitioner and a Medical Officer of Health regarding the removal of a patient suffering from infectious disease had no answer provided, and there was also the point that they opposed no obstacle to the removal of a patient to a place not approved of by a proper authority, with the result that apparently, any person could establish an infectious diseases hospital in any locality. These regulations bring our practice in this matter up to date and they have been approved by the Sanitary Board. I beg to move their adoption.

The Attorney-General: I beg to second. The resolution was carried.

THE SHIPPING CONTROL.

Hon. Mr. HOLYOAK: Your Excellency, before passing to the Orders of the day, I crave your permission to make a comment on paper No. 5, laid on the table. This is the only opportunity I have of referring to it.

H.E. THE GOVERNOR: I am not sure what the practice is: I think it would be more in order if you made your remarks on the motion for the adjournment.

CROWN RIGHTS RE-ENTRY
ORDINANCE.

The Attorney-General: Sir, I beg to move the first reading of a Bill intitled An Ordinance to amend the Crown Rights (Re-entry) Ordinance, 1870. This Bill deals with a very technical subject, namely, the steps by which the Crown re-enters on land where the tenant from the Crown has committed some breach of the conditions of the Crown lease, or some breach of the conditions of the tenancy under which the land is held. The Bill and the reasons for it are explained very fully in the "Objects and Reasons" printed with the Bill. I think, Sir, I need only just say shortly what the general policy of the Bill is. In the first place it is intended to make it clear that the principal Ordinance, No. 4 of 1870, applies to all tenancies under the Crown of any land which is registered in the Land Office. The Ordinance in its present terms appears to apply only in cases where the Crown lease has actually been issued, but, in practice, most of the cases where the Crown lease has not yet been issued and the Crown tenant is merely under an agreement for a lease. In the second place the Bill proposes to give to the Crown tenant a right to petition the Court in every case in which he could petition the Court if his landlord had been a private party. There seems to be some limitation of the right in the present Ordinance and it is thought desirable that the Crown tenant should have the same right to petition against forfeiture as he would have if his landlord was a private person.

In the third place the lessee is given the right to petition the Governor in Council in every case and he can make his choice between going to the Court and going to the Governor in Council. If he goes to the Governor in Council he first then he exhausts his remedies; if he goes to the Court first he can still petition the Governor in Council, because his claim may not be for a specific legal right but for relief as an act of grace. The Bill clears up a doubt as to whether at present as to the limitation of time for these petitions to the Court and the Governor in Council, and makes it in each case 12 months unless the time is extended by the Governor in Council. The Ordinance also makes certain minor improvements in the Bill, but these are the main principles which are applied. I beg to move the first reading.

The Colonial Secretary seconded. The motion was carried and the Bill was read a first time accordingly.

SUPPLEMENTARY APPROPRIATION.

The Colonial Secretary moved the first reading of a Bill intitled An Ordinance to authorize the Appropriation of a Supplementary Sum of One million five hundred and eighty thousand five hundred and ninety-four dollars and eight cents (\$1,586,594.78) to defray the charges of the year 1923. He said: It is proposed to ask the Council to adopt the usual course of considering this Bill in detail in the Finance Committee, and so I do not propose to explain it at any length. It will be seen that the main item is in respect of miscellaneous services, the chief excesses under which were a sum of \$200,000, paid to the University of Hongkong, a sum of \$293,818 in respect of loss on subsidiary coin, being \$2,000,000 face value of coin sent home to be melted down, and a vote of \$127,100 on account of the expenses in connection with the Prince of Wales' visit. I beg, Sir, to move the first reading.

The Colonial Treasurer seconded and the motion was carried. The Bill was read a first time accordingly.

GERMAN MISSION TRUSTEES
ORDINANCE, 1923.

The Attorney-General moved the second reading of the Bill intitled An Ordinance to provide for the carrying on of the work formerly carried on by certain German societies and persons in the Colony of Hongkong, and to deal with the work of such societies and persons in the Colony of Hongkong and to provide for the control of the persons by whom the said work is to be carried on. He said: In moving the second reading I would like to take the opportunity of correcting an over-statement in paragraph 15 of the Objects and Reasons, which has been pointed out to me. It is true that the Objects and Reasons have no legal effect, but they are sometimes referred to as a guide to the intention of the Legislature in passing the Ordinance. That paragraph states that Clause 8 of the Bill provides that any Act done, or instrument executed by three of the members of the Corporation shall be

valid for all purposes. That is too wide. It was written with reference to Clause 8 and is intended to be read with that Clause. All the Clause provides is that any act done or instrument executed by three of the trustees is not to be questioned on the ground that the other trustees, if any, did not concur or join, or object, or on the ground that the number of trustees had been reduced. It is intended to give three trustees the power to decide even if the others were against it, and to meet the case where, for the moment, the full number of trustees does not exist. It is not, of course, intended to give validity to any act of three trustees which is outside their powers. I beg to move the second reading.

The Colonial Secretary seconded, the motion was carried, and the Bill was read a second time.

The Attorney-General moved that the Council go into Committee to consider the Bill clause by clause. The Colonial Secretary seconded and it was agreed to.

On Clause 5, the Hon. Mr. H. E. Pollock moved that in lieu of the words "corporation may determine" the words "Governor in Council may approve of" be substituted. He said: "My reason, Sir, for proposing this is that I think it would be right that an independent body like the Governor in Council should decide upon what trusts the property should be held in the case of a corporation transferring it permanently or temporarily."

It was agreed, on the suggestion of H.E. THE GOVERNOR, that the Clause should read "such conditions as may be approved by the Governor in Council."

The amendment was agreed to. The Hon. Mr. H. E. Pollock: The other amendment, Sir, is in subsection 5, that a full stop be put after the word "out," and that the words which follow should be omitted. I think that those words are rather too wide and it will be sufficient if the Clause ends at the words "carried out."

The amendment was agreed to and the Bill passed through the Committee stage without further amendment.

On the Council being resumed, the Attorney-General moved and the Colonial Secretary seconded the third reading of the Bill. The motion was carried, the Bill was read a third time and passed into law accordingly.

REPORT ON SHIPPING CONTROL.
VINDICATION OF THE GOVERNMENT
AND THE COLONIAL SECRETARY.

The Colonial Secretary: I beg to move that the Council do adjourn to this day fortnight.

Hon. Mr. P. H. HOLYOAK: Your Excellency, I crave permission to make a few remarks on Paper No. 5, entitled "Shipping Control in Hongkong, 1917-1923." As this honourable Council is aware, aspersions of a very grave nature have been made against the good faith of this Government, and particularly against the Colonial Secretary's treatment of matters referred to therein. Being in Shanghai, as I was, shortly after these aspersions were made, I felt strongly—and I was not alone in that, for there were other members of the Hongkong community present with me at that time who felt with me—that the Government ought to make reference to these statements publicly in Council. And had I not been assured, shortly after my return, that it was the intention of the Government to make a statement of the Government to make a statement, I should have asked a question on the subject to elicit an answer to satisfy the Council and the general public. The aspersions were so serious that they needed refutation or confirmation as the case might be. I congratulate the Government on the extremely able statement which they have made on the whole of the Shipping Control, and I congratulate, more particularly, the Colonial Secretary on the complete vindication which is afforded him by the statements of facts recorded in this document which are incontrovertible.

Personally I know—for I happened to be Chairman of the Chamber of Commerce at a time when a great deal of this negotiation was going on—how deeply the Colonial Secretary interested himself in giving scrupulous hearing and justice to those who were appealing. It was the more astonishing, therefore, to read the aspersions cast on his character, which have been completely and amply vindicated. I think a good deal of confusion of thought has arisen in the minds of the Shanghai public at least partly from ignorance of fact—probably from ignorance of fact—in not realising that this Government, throughout the Shipping Control, was running a very serious insurance risk, which the Imperial Government had itself refused to shoulder—a risk, even on the assessment here by experts, of 2,070,000. In the early days there was considerable risk of one or more ships being lost. That risk was upon seriously through one or more of the ships being lost was the liability of the Government, but it was a liability which the Government had to count and prepare for. It is one of the axioms of trade that, having put aside a reserve fund for a more or less definite object, when that risk runs off (in insurance parlance) what profit results, it is a perfectly natural thing for every commercial company, or for a Government, to claim as a profit on its net results. On behalf of the Unofficial Members, I congratulate the Government again upon the very clear statement which has been made and as a result of which I hope the Press in the North of China will concur in doing justice to the fair administration during the War of Shipping Control, which those who know it in its inmost circles are conscious that it rightly deserved. (Applause.)

H.E. THE GOVERNOR: On behalf of the Government I desire to express my appreciation of what Mr. Holyoak has said. Appearances have been passed on this Government and more especially on the Colonial Secretary, personally, which it was impossible to meet at the time, owing to the fact that proceedings were pending before the Court. We have taken the earliest opportunity, when the Court matter was out of the way, of publishing this statement, which I am glad to think the Honourable Member regards as incontrovertible, as I do myself. There is one serious omission in this Report, which is due to the fact that it is signed by the Colonial Secretary himself. In the course of it the Colonial Secretary, speaking for the Government, expresses the Government's appreciation and thanks to various members of the community who rendered good service in connection with the Shipping Control. The document having been prepared by the Colonial Secretary himself, it was impossible for him to conclude, as it would have concluded, if I had written the document, with an expression of the very highest appreciation of the work Mr. Fletcher put into this business himself. I was not here myself at that time, but I have spent many hours in looking through the files of papers on this question to see if there was any justification for the remarks made in Shanghai, and in the course of my perusal of these voluminous documents I have been struck by the ability, industry, zeal and desire to do justice to everybody which actuated the Colonial Secretary throughout. I am glad to take the opportunity of making these remarks because, for the reasons I have stated, it has been impossible to acknowledge those services in the public document. (Applause.)

The Council then adjourned until Thursday, the 9th August, at 2.30 p.m.

FINANCE COMMITTEE.

A meeting of the Finance Committee followed, the Colonial Secretary presiding.

KOWLOON CEMETERY AREA.

COLONIAL SECRETARY DEFENDS THE SITE SELECTED.

The Governor recommended the Council to vote a sum of \$10,000 on account of Public Works, Extraordinary, Kowloon Cemetery, Sexton Quarters, Kowloon Cemetery.

The Hon. Mr. H. E. POLLOCK: Sir, I very much regret to say that unless the Government will grant a postponement for further consideration of this matter I should like to read to the Council a letter which was sent to you, Sir, on the 20th of last month by Mr. F. P. de V. Soares and a number of influential Chinese gentlemen. That letter reads as follows:

No. 2, Liberty Avenue, New Garden City, Honamun, Hongkong, 25th June, 1923.

The Honourable COLONIAL SECRETARY,

SIR—We desire to respectfully lay before the Government the following scheme for the development for the purpose of erecting new buildings on new ground on the land in the centre of the Kowloon Peninsula, which is at present set aside as a cemetery site.

We desire to enter into an agreement with the Government to purchase the site for the development for building of the whole of that area, together with the surrounding chain of hills, which is estimated to amount to ten million square feet. Out of that area we beg leave to suggest that three million square feet should be set aside for roads or other public purposes.

Upon the area in question we are prepared to spend \$7,500,000, which we estimate would be sufficient to cut down the surrounding hills for the purpose of general levelling and also for the purpose of opening the site, which is at present much enclosed to the cooling influence of the winds. As regards the number of houses to be erected we should be prepared to erect five hundred (500) houses at least within a period of ten (10) years; this period being mentioned in order for the removal of the bones from the Chinese graves at present inside the area. Should sites be required to deposit earth from excavations of the above hills, the Government will provide same on the nearest area of the surrounding land.

We should, however, be prepared to erect as early as possible, on sites which are capable of speedy formation, at least fifty (50) houses suitable for occupation by British or Portuguese residents. On the Eastern portion of the site, which will require much longer to level and develop, we are prepared to put Chinese houses of four or five storeys of the usual tenement type for the Chinese working classes. This development on the east side of the cemetery site would, we hope, fit in with any plans which the Government may have formed for development in the neighbourhood of Hok Un Village, and will enable ground in the very centre of the Kowloon Peninsula to be developed for the benefit of the living.

As regards the price to be paid for the land we beg leave to suggest, for consideration, as we are proposing to undertake the very expensive work of levelling and laying out the proposed area, that such price should be the same as that of the Homantin Extension, i.e., 15 cents per square foot payable as per condition (b) in the Honourable Mr. Jackson's letter of the 8th June, 1922, No. 1531. We would also beg leave to suggest the same rate of Crown Rent, i.e., \$500.00 per acre (subject to reduction as per condition (d) in said letter), and the same term of years, i.e., 75 years renewable.

As regards sites suitable for a Chinese cemetery, in lieu of the present area, we beg leave to suggest the following four (4) sites marked A, B, C, and D, for the consideration of the Government, and would beg leave to point out that, in Hongkong Island itself, the main cemetery for Chinese is situated, right

around at Aberdeen, that at Canton the White Cloud Burial Ground is situated more than 7 miles from the City, whilst Chinese dying at Macao (unless Christians) are buried outside of the barrier, i.e., in Chinese territory. We have the honour to be, Sir, Your obedient servants,

(Sd.) F. P. de V. Soares.

Chan Puk Chun,
Li Wing Kung,
Kong E Sun,
H. C. Wong,
Chan Yue Ting,
Mok Kon Sang,
Woo Hay Fong,
Mok Kok Ming,
P. Goeg Chin,
Lo Chung Kwun,
Leung Shun Tong by
his attorney Leung Chi Hao.

The signatories to this letter, Sir, intend to spend a sum of no less than \$7,500,000 in developing this site in the very centre and heart of Kowloon Peninsula, for the benefit partly of British and Portuguese residents, and also partly for the benefit of the Chinese working classes. These signatories are, I say, a sufficient guarantee that this proposed expenditure of \$7,500,000 will be carried out. When it was originally suggested, Sir, as part of the town planning of Kowloon Peninsula, to set apart this piece of land in the very centre of the Peninsula as a cemetery, I do not think anybody could have foreseen the extraordinarily rapid building development which has taken place during the last twelve months, and, Sir, it seems likely to continue to take place—at all events, for some months to come. The result is that this site, which was set apart by the Government for a cemetery, is now being surrounded by building schemes upon every side. In fact, upon looking at the map of the Town Planning Committee, one finds that there is development on all sides and that this site is left as a very bad one—a very undesirable one. I submit, Sir, that it is the very heart of Kowloon. These gentlemen, Sir, who propose this scheme for this consideration of the Government, have evidently thought things well out. They do not suggest for one single moment that this site as it at present exists is altogether an ideal site for building houses. They realise that it is necessary to make a good deal of levelling and cutting down. There are hills to the east and to the south, and these hills will have to be cut down as far as possible in the scheme under consideration. As regards building, in the near future fifty houses are to be put up for occupation by British or Portuguese residents, and those houses are proposed to be erected on the part of the cemetery site which is near the Homantin extension. Other houses are proposed to be put up at a later date are Chinese tenement houses, and the period suggested for the completion of the whole lot of Chinese houses, amounting to 500 houses including the fifty already mentioned, is within a period of ten years. It is necessary, Sir, to have a certain lapse of time, because, as is well known by members of this Council, a certain number of Chinese have been buried inside this site and therefore it would be necessary for a considerable period of time to elapse before it would be possible to remove the remains of all those who are now buried there. We suggest, Sir, that this site in the centre of Kowloon should be reserved for the benefit of the living, and that the cemetery should be put further out. They also suggest that in the present demand for housing accommodation it would be a very bad policy for the Government to turn down a scheme like this, a scheme which involves the expenditure of \$7,500,000, ultimately derive considerable benefit in the way of rates and taxes and Crown rents. We have been told, Sir, that it is a good thing in the present housing shortage to get more houses, and yet more houses and yet again more houses. The well-known gentlemen whose names appear at the back of the scheme are prepared to put up this sum of \$7,500,000 and they desire to expend it on the site in question.

With regard to the cemetery being placed at a more distant part of the Peninsula, as we are reminded, in the last paragraph of the letter I have read, here in Hongkong Island the main cemetery for Chinese is far distant from the City of Victoria, being situated round in Aberdeen; at Canton the White Cloud burial ground is outside the walls of the city, a distance of some miles, and Chinese who die at Macao, unless they are Christians, are buried outside the barrier, namely the Chinese territory. I think, Sir, it would be a great mistake if the Government, because it has once been considered that this site will be suitable for burial purposes, should adhere to that decision in the altered conditions of building development which have arisen during the last few months, and also in the face of this letter which I have read out to the Council. As I pointed out just now, by the building of these houses the Government will receive an annual increment in Crown rents and taxes. This cemetery site is certainly not a very pleasing site to wigwags, either from Homantin or from the Kowloon Hospital, and of course we all know that funerals must be accompanied by a certain amount of processions and noise and so on. It seems to me it is altogether an unsuitable site in this respect. This development which is proposed on the eastern side of the site, when the hills are cut down a bit and levelled, will form a very suitable addition to the Chinese tenement houses, which, under the Town Planning scheme, the Government is proposing to put up at Hok Un. It will be advantageous from the point of view that it will afford more passengers for the railway, and therefore more revenue to the Government. In fact, Sir, there are a whole number of points in favour of the scheme which should be mentioned, but I think it will be sufficient to rely upon those which I have already mentioned. I do submit, however, that the Government should not lightly turn down the scheme, but that they should accept it. It has very influential backing and it is a genuine scheme, which I submit should receive the Government's sanction. Alternative sites for the cemetery have been suggested in the plans enclosed in the letter referred to, and I submit that these sites are quite adequate. I think we should make a great mistake now if we allow this very centre of the

Kowloon Peninsula to be occupied as a burial place, and that we should not oppose this development which is suggested in the letter I have read. Accordingly, Sir, if the Government pushes on with this work now, I can only say with reluctance that I must vote against it. I think it is a mistaken policy; I think it is a block to the development of Kowloon Peninsula which is now in sight, and a distinct block to the gentlemen who are ready and willing to spend a considerable sum of money in the development of this part of the Peninsula for building purposes.

The CHAIRMAN: This question, gentlemen, has been discussed through and through, but I will refer to it briefly the arguments for and against the use of this site for cemetery purposes. The Government holds no brief either way. It is simply concerned in seeing that all land available is used to the best possible purpose. I do not know how many of you know the area; it is quite extraordinary to discover the very few people who have been there. The Kowloon Residents' Association sent in a protest some time ago, when it was decided that this should be set apart; but when their representative came to see me I found, after putting questions to him that he had never seen the site and did not know where it was. I suggested to the Association that their Committee should accompany me over the ground, and over all other possible sites, with the result that they agreed unanimously that this was the best site. The Town Planning Committee had it under consideration and they did exactly the same thing. We again went over to Kowloon and examined these various areas and again the decision was unanimous. The place is ringed round with hills and it is intensely hot, but when it was proposed to have a football ground there it was decided at once that it was out of the question for recreation generally. It lies very low and there is a big hill facing the Cemetery, entirely between it and all summer breeze. I am second to none, in my recognition of Mr. Soares's enthusiasm in this matter. I was associated with him in the Homantin scheme and he and I initiated the Kowloon Tong scheme, and he has continually pressed me to go on with this scheme for laying out the cemetery land, largely because it adjusts Homantin and would form, in his view, a convenient extension. With regard to these alternative sites I have to say before me and find that site "A," behind Kowloon City on the Rifle Range, that is already set apart as a Chinese Christian cemetery. Site "B" is behind Samshui, where we are laying out some excellent buildings, facing Lyemun Pass. Site "C" is near Laihekok and has been suggested as a possible place for a military cantonment. Site "D" is near Hammer Hill, and may be used for gaol quarters and for a police school for which it is very suitable. All the buildings on these sites will face outwards to the summer breeze. With regard to this cemetery site I quite realise that in the present boom the Chinese will build anywhere, I have discussed the matter in detail with Mr. Soares who quite agreed that one would have to cut down an enormous amount of hill and fill in, making a very soft foundation and a very heavy increase in the cost of building. He expressed himself as entirely willing to transfer his whole scheme and capital to other land in the neighbourhood which he admits, far better situated from the point of view of breeze and sunlight. An actual demonstration is much more satisfactory, and if hon. members would agree to come out and view these sites I should be very glad indeed to explain the situation on the spot.

The Hon. Mr. HOLYOAK: And meet Mr. Soares at the same time!

The CHAIRMAN: Certainly.

The Hon. Mr. POLLOCK: I think it is a very good idea.

The CHAIRMAN: Will Monday 5 p.m. at Kowloon suit hon. members?

The members signified that it would.

ADDITIONAL PUMPING PLANT.

The Governor recommended the Council to vote a sum of \$4,000 on account of Public Works, Extraordinary, Pokfulam Road Station, Extension to Engine House to accommodate additional pumping plant.

The CHAIRMAN: This is a re-vote. It was carried forward from last year.

Approved.

LANDSLIDE ON THE RAILWAY.

The Governor recommended the Council to vote \$4,000 on account of Kowloon-Canton Railway, Special Expenditure, Accident, Mile 103.

The CHAIRMAN: This is the train which was swept off the line by a landslide about three weeks ago. The total cost will be very much higher. I am afraid. This is for preliminary expenses in moving the engine.

Approved.

A RAILWAY IMPROVEMENT.

The Governor recommended the Council to vote \$1,500 on account of Kowloon-Canton Railway, Special Expenditure, New Block Operators' Office, Hung Hom.

The CHAIRMAN: The operator has to cross various sets of lines and a man was killed there recently. We consider it better to move the office across to the other side.

Approved.

COST OF THE INSANE.

The Governor recommended the Council to vote \$1,000 in aid of the vote Charitable Services, Grant in aid of Charitable Institution, John G. Kerr Hospital, Canton.

The CHAIRMAN: The vote is \$3,000. We have sent rather more insane patients to the hospital this year than usual.

Approved.

DAMAGE TO RAILWAY COACH BY WHITE ANTS.

The Governor recommended the Council to vote \$10,524 in aid of the following votes:—Kowloon-Canton Railway, "Carriages: \$2,500.00, Additional Machines for Workshops: \$8,024.00; Total \$10,524.00.

The CHAIRMAN: The carriages vote was \$12,000. There has been a heavy expenditure of \$3,000 on one coach which white ants damaged very badly. Some new batteries ordered last year did not come until this year. The same thing occurred with regard to additional machines.

Approved.

MARRIED QUARTERS FOR INDIAN POLICE.

The Governor recommended the Council to vote \$33,000 in aid of the vote Public Works, Extraordinary, New Territories, Buildings, (33) Quarters for Indian Married Police.

The CHAIRMAN: This heading is incorrect. There is a vote this year of \$8,000 for two blocks of quarters for Indian married police in the New Territories. It is proposed to build six more blocks for the married Weihaiwei police, each block containing two tenements.

Hon. Mr. POLLOCK: How many police are there from Weihaiwei?

The CHAIRMAN: In the first draft there were fifty, in the second sixty and the third seventy-five.

Hon. Mr. LANG: And they have brought their wives and families with them?

The CHAIRMAN: We allow a certain proportion of Sergeants to bring their wives with them.

Hon. Mr. LANG: And they are quite willing to bring them down here?

The CHAIRMAN: Yes, it is at their own request.

Approved.

KOWLOON-CANTON RAILWAY: PRESENT DIFFICULTIES OF JOINT WORKING.

The Governor recommended the Council to vote \$50,000 on account of Kowloon-Canton Railway, Special Expenditure, Wagons.

The CHAIRMAN: I think, perhaps, members will be interested in a short account regarding the situation which, as far as the carrying of goods on the railway is concerned, is very far from satisfactory. The Chinese section has not supplied its quota of rolling stock, with the result that this Colony is called upon to pay considerably higher charges in respect of capital and maintenance than is its fair proportion, with the consequence that our ratio with regard to the division of through bookings decreases in proportion to our capital, while the Chinese ratio is increasing. They have not had their fair capital expenditure in respect of the share they get in the total earnings. In addition to this shortage, which is considerable, of rolling stock on the line, the facilities for handling cargo at Canton are entirely inadequate. They cannot get the goods away in time. It takes a very long time for wagons to turn round and come back. There is not sufficient space for the goods to be properly handled and the result is that while there is a large quantity of goods offering we are unable at present to carry them. However, we realise that the Chinese section is suffering from misfortunes which are entirely outside its control, and it seems to be the far-sighted policy for this Colony to buy a considerable quantity more rolling stock against the day when affairs will be quieter over the border, and also with a view to possible junction of the Kowloon-Canton Railway with the Hankow Railway. This vote is for fifty wagons. A commencement on the building of these bodies will be made now and the frames will be ordered from England.

Approved.

IMPORTS AND EXPORTS DEPARTMENT EXPENSES.

The Governor recommended the Council to vote \$7,800 in aid of the following votes:—Imports and Exports Department, Other charges.

The CHAIRMAN: One refers to a new system of weighing Chinese wine. In regard to "opium fuel" the cost of charcoal has gone up very largely.

Approved.

RESUMPTIONS AT THE BACK OF THE PENINSULA.

The Governor recommended the Council to vote \$38,000 in aid of the vote Public Works, Extraordinary, Compensation and Resumptions.

The CHAIRMAN: The vote is \$20,000, but the layout is proceeding as rapidly as possible. We have had to take in a considerable quantity of agricultural land at the back of the Kowloon Peninsula.

Approved.

IMPROVEMENT AT WEST POINT.

The Governor recommended the Council to vote \$7,500 on account of Public Works, Extraordinary, Covering over of the Nullah in Hill Road, Shek Tong Tsui.

The CHAIRMAN: There is considerable traffic of cars, rickshaws, and pedestrians in the neighbourhood of the restaurants and the police have asked that the work be put in hand as an urgent matter.

Approved.

FACTORY INSPECTORS' CONVEYANCE ALLOWANCE.

The Governor recommended the Council to vote \$370 in aid of the vote Secretariat for Chinese Affairs, Other Charges, Conveyance Allowance and \$9,418 in aid of the vote Secretariat for Chinese Affairs, Personal Emoluments.

The CHAIRMAN: These both refer to the Inspectors—Inspector Mead and Miss Irving—who have been appointed Inspectors of children in factories.

Approved.

FANS IN RAILWAY QUARTERS.

The Governor recommended the Council to vote \$200 on account of Kowloon-Canton Railway, Special Expenditure, Installation of Ceiling fans.

The CHAIRMAN: It is the practice in the Government Service to allow one ceiling fan in each set of quarters. That was not carried out in the case of the railway quarters and they have now asked for it.

Approved.

VOLUNTEERS' RIFLE RANGE.

The Governor recommended the Council to vote \$5,300 in aid of the vote Public Works, Extraordinary, Hongkong Volunteer Defence Corps Headquarters, Rifle Range.

The CHAIRMAN: This is carried over from last year. The estimate was \$15,000 and the expenditure \$14,980—very close.

Approved.

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(Continued on page 7.)

NEW ADVERTISEMENTS

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CO., LTD.
(IN VOLUNTARY LIQUIDATION).

NOTICE IS HEREBY GIVEN that in pursuance of Section 181 of the Companies Ordinance, 1911, a MEETING OF THE CREDITORS will be held at the OFFICE of the Liquidator, CHATER ROAD BUILDING, on MONDAY, the 30th day of JULY, 1923, at 12 o'clock noon for the purpose provided for in the said Section.

A. R. LOWE,
Joint Liquidator.
Dated 26th day of July, 1923. [1194]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.
FROM NEW YORK.

THE Steamship

"SANERUC"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st July, 1923, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before 7th August, 1923, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 31st July, 1923, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 25th July, 1923. [1192]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.'S STEAMER
"MACEDONIA"

Arrived Hongkong on 26th July, 1923.

FROM ANTWERP, LONDON, GIBRALTAR,
MARSEILLES, PORTSAID, ALEX.
BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 4 hours before arrival of the steamer.

Goods not cleared within 15 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 26th July, 1923. [1195]

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.
FROM NEW YORK.

THE Steamship

"CITY OF MADRAS"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st July, 1923, will be subject to rent.

All Claims against the steamer must be presented to the Underwriter on or before 7th August, 1923, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 26th July, 1923. [1197]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
CO., LTD.

CONSIGNEES per Company's Steamer

"PYRRHUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godowns on and after 25th July.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays, between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godowns, and all Goods remaining undelivered after the 31st July, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 14th August, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong 24th July, 1923. [1099]

INTIMATIONS

NOTICE OF REMOVAL

THE OFFICE of the "HONGKONG DAILY PRESS" have been removed to 1A, CHATER ROAD (3rd floor), to which Address all Correspondence should be directed. Hongkong, 18th July, 1923.

NOTICES TO PUBLIC.

"SARPEDON" U.K. ARRIVED 8.7.23.

NOTICE IS HEREBY GIVEN that Original Counterpoised Bill of Lading

No. 52 covering Shipment of S COX No. 1

1 Case VELVET is said to have been LOST

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BUTTERFIELD & SWIRE, Agents.

O.S.S. Co., Ltd., & C.M.S.N. Co. Ltd. [1191]

HONGKONG WATER POLO

ASSOCIATION.

ENTRIES for the WATER POLO LEAGUE Close to the Hon. Secretary on FRIDAY, the 27th INST., at 6.15 P.M. Meeting of Referees of Teams competing will be held at 6.45 P.M., at the VICTORIA RECREATION CLUB.

R. C. WITCHELL, Hon. Secretary.

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR per Share for the Six Months ending 30th June, 1923, will be PAYABLE on WEDNESDAY, 28th AUGUST, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from Thursday, 26th July, to Wednesday, 31st August (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, JOHN ARNOLD, Secretary.

Hongkong, 19th July, 1923. [1050]

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BIRTH.

REYNOLDS.—At Shimmen, Canton, on July 23rd, to Dr. and Mrs. W. GRAM REYNOLDS, a son. [1103]

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JULY 27th, 1923.

THE GOVERNMENT AND THE SHIPOWNERS.

It has been obvious to everybody that the Government of the Colony could not lie down under the grave aspersions publicly made upon its honour by members of the group of shipowners who have been laying claim to the profits, amounting to over \$2,000,000, which accrued to the Government as a result of the control of their ships, as a war emergency, during a period of about ten and a half months—from April 15th, 1918, to 31st January, 1919. Considering it undesirable to comment upon a matter forming the subject of legal proceedings, the reply of the Government to these attacks has been withheld until the legal actions filed against it in the Supreme Court had been discharged, and that having been done on Wednesday, the Colonial Secretary's Report, embodying a reply to the attacks, was laid upon the table of the Legislative Council yesterday. A digest of this very lengthy document will be found in another part of our issue today. We have no hesitation in saying that in so far as it deals with the allegations set out at the beginning of the statement, the answers completely vindicate the Government. It was publicly said by certain of the shipowners at Shanghai, that certain vessels were commandeered by the Hongkong Government for the simple purpose of making money out of them, and not for purposes either connected with the war or with the defence of the Colony; that the vessels were used by the Hongkong Government solely for

profiteering purposes, and were never used nor intended to be used for war purposes or in aid of defence of the Colony of Hongkong or in any connection therewith; and that the treatment of the owners by the Hongkong Government was pitiless and relentless, with the result that one company was driven into bankruptcy.

These are grave charges to bring against the integrity and honour of a Government, and the public, while waiting the Government's reply, might well have hesitated to believe them. We have searched the Report for any information to support the contention that it was the Hongkong Government, rather than the Imperial authorities, that commandeered these ships. We may find it, perhaps, in the statement that "The Admiralty telegraphed that while it was imperative that every possible ship should be used to relieve the home-tonnage position, the Admiralty in requisitioning ships, was to consider any requirements of the Colony which were absolutely vital, and he was authorised to requisition, at the request of the local Government, small British tonnage necessary to meet its requirements." That seems to put the responsibility for commandeering on the Hongkong Government. But further on in the Report we learn that it was Col. Thomson, Agent for the Shipping Controller in London, who supplied the Government with a list of the ships that were to be requisitioned. Of these vessels the Report says that they were old and out-of-date, and that not one of them was suitable for full requisition for Imperial purposes, and several of them would perhaps not have been running at all, had it not been for the war. As a result of an exchange of telegrams between the Hongkong Government and the Colonial Office it was finally arranged that the requisitioning should be done by the Commodore in the name of the Imperial Government, but the Colonial Government had to accept full responsibility for the financial result of the scheme. It was laid down that "the Imperial Government is in no way interested in the financial arrangements, or their results except to see that the remuneration of Colonial registered vessels is not appreciably higher or lower than that of competing vessels registered and owned in the United Kingdom."

Generally, it may be said that the Report clearly establishes the fact that whatever grievances the shipowners have as to the commandeering of their vessels and the rates of remuneration paid to them are grievances against the Imperial rather than the local Government. It is much to be regretted that the actions against the Government, which were filed three years ago, never came on for trial while it was possible for the Court to try them, for it would have afforded an opportunity for arguing the whole matter under the best possible conditions. Incidentally we call attention to the convincing refutation given by the Colonial Secretary to the remarkable insinuation that the trial of these actions was deliberately postponed at the instance of the Government in order that they might secretly prepare to bar them by an Indemnity Ordinance. It is improbable that the last word has yet been said on the whole subject. Mr. MOLLER and Mr. BURLILL will doubtless feel called upon by this Report to substantiate in detail the aspersions they have made on the integrity and honour of the Government, or withdraw them and apologise. The shipowners may have a legitimate grievance with respect to the remuneration paid to them for the use of these ships—remuneration which involved them in heavy loss while the Government was making large profits out of the employment of the vessels. It is admitted in the Report that constant repairs to these old and inferior ships were necessary "at enormously enhanced cost compared with pre-war rates." And it must be remembered that the exchange value of the dollar was rising at this time to undreamt of heights, which meant that the dollar income of the owners from these ships on a fixed remuneration, half only of which was paid on a fixed exchange, was steadily diminishing. The Hongkong Government itself recognised that the owners had a legitimate grievance and made a proposal that half the money held should be returned to them, though they were warned that it was improbable that the Imperial Government would be able to accept the proposal. It did not go to the Imperial Government, however, for when it was put before the Unofficial Members of the Legislative Council they rejected it "on the ground that all British ships having been treated alike, it would be

unfair to discriminate in favour of the ships which had been controlled in Hongkong." It was subsequently said by Sir G. GUTHRIE at the Colonial Office that "any offer on the lines referred to above, even if it had been decided upon by the Colonial Government, would undoubtedly have failed to secure the Secretary of State's sanction." There the matter rests, and the whole of the profit accruing from the control, amounting to \$2,231,204, remains in the hands of the Government. It has figured hitherto in the Financial Statements as a liability. Now that the Chief Justice has held that the shipowners' actions against the Government are barred by the Indemnity Ordinance, we suppose it will henceforth figure as an "asset," and the only question remaining for decision is the use to which this money is to be devoted. What the Report on the Shipping Control in Hongkong makes perfectly clear is that the Hongkong Government in this matter was throughout not acting on its own initiative but on the clear and definite instructions of the Imperial Authorities, except in so far as the proffered offer to return half the profits to the shipowners was concerned, and as regards this it was clearly indicated at the time that, even if the Legislative Council approved this allocation it was subject to the approval of the Home Government, and that approval, it was subsequently learnt, would never have been obtained.

The Hugo Stinnes s.s. *Emil Kirdorf* left Shanghai between 10 and 11 a.m. She is due here sometime on Sunday, the 29th inst.

The concert arranged for to-night at Volunteer Headquarters has been postponed indefinitely owing to the weather.

The Chinese decorations which are adorning a number of European buildings at present under construction are in honour of the anniversary of the building's patron saint. Chinese in the building trade were granted a holiday yesterday for the event.

The total amount subscribed to the South China Athletic Association's fund for defraying the expenses of the members of its football team who have gone to Australia now amounts to \$3,364. The latest contributions include a subscription of \$250 from Sir Robert Ho Tung.

The black cone (No. 5 typhoon signal) was hoisted shortly after one o'clock yesterday. At 2 p.m., according to the Observatory report, the typhoon appeared to be near the Pratas moving W.N.W. In the evening the position of the typhoon was given as in Lat. 21°N. and Long. 117°E., moving W.N.W.

A report has been made from Chan Wan Police Station in the New Territories of an armed robbery in which one man was killed. The robbery forced their way into an incense sticks powder factory near Chin Wan. The proprietor apparently resisted the robbers and he was stabbed in several places and died almost immediately.

The master of a junk which was pirated on the 10th June in Chinese waters is at present in Hongkong searching for his boat, which was taken from him by the pirates. In his report to the police the man has stated that the crew of his boat were all killed by the pirates with the exception of one small boy. The police are assisting the man in his search.

We understand that the Hon. Mr. A. G. Stephen has resigned his seat on the Hongkong Legislative Council, and that Mr. H. W. Bird, who is now at Home will take his place. Pending his return Mr. A. R. Lowe will have a seat on the Council. Mr. Lowe took the oath and his seat yesterday. Mr. Stephen's retirement from the Council, will be generally regretted.

An Indian watchman named Pala Singh, employed by Messrs. Watson & Co., and said to be a money lender, was stabbed in the chest at Sookumpe yesterday morning at about 9 o'clock, by a Chinese. It is stated that the Indian went to the valley to meet three Chinese on a money-lending matter, and an altercation took place during which he was stabbed. The Indian managed to make his way to the tram terminus at Causeway Bay where he collapsed in the road. Mr. C. L. Paake, of the Hongkong Electric Company, and another European were at the terminus at the time and they escorted the wounded Indian to the French Hospital, where the dagger, which was left sticking in the wound, was removed. The Indian has been detained in hospital.

A HONGKONG DIVORCE ACTION.

HUSBAND OPENS LETTER FROM SECRET LOVER.

The following report of a case in the Divorce Court appears in a London paper to hand by the latest mail:— From a letter which fell into his hands, Mr. Sydney C. Taylor, Eastern member of the Chancery Commission, South London, discovered that his wife had a secret lover. When petitioning for a divorce he stated that after the marriage, which was celebrated in 1920, he and his wife went to Hongkong. Mr. Charles P. Templeton, whom he cited as co-respondent, stayed in the same house during August, 1921. Towards the end of that time, added the husband, he noticed a marked change in his wife. She refused cohabitation, and at the end of the year he discovered a letter, bearing the Munich postmark, addressed to "Mrs. Goddard, Poste Restante, Hongkong."

Convinced Mr. Goddard had your wife was getting her letters from the post office. Witness: No, we usually sent a boy. When he showed his wife the letter she made him promise not to open it, but a little later, on the way back to England, he did so, and found that it was from co-respondent. It ran: "My lost one. Keep good, all my love. Then followed passages showing the relationship that existed between the two, and the writing ended with a number of kisses. Following upon this incident the wife admitted having been unfaithful.

A witness, who served the divorce papers on Mrs. Taylor, stated that she admitted receiving the letter from Mr. Templeton.

A decree nisi was granted, together with costs against the co-respondent.

A QUICK MAIL.

The mail from London which came on the P. & O. *Maerdona* was despatched from London on the evening of June 28th. The ship arrived in harbour yesterday, the 26th inst., at 3 p.m., and the mail was thus only 28 days in transit from London.

RADIO TELEGRAPH DEVELOPMENTS IN CHINA.

THE MITSUBISHI STATION TO BE TAKEN OVER.

Mr. Scherwin of the Federal Wireless Telegraph Company, who left Peking this month for America, is expected back in China in October when work on the maximum station at Shanghai will be pushed rapidly forward. Mr. Moss will remain in Peking representing the Federal Telegraph Company's interests and there will be with him one wireless expert.

The last half-year, says a Peking contemporary, has not been wasted. Valuable experiments have been unceasingly conducted to test thoroughly the peculiar atmospheric conditions in China, which make successful radio work difficult. At the results have been tabulated, so that the very latest radio developments will be brought into line with local requirements. The Shanghai station will be a round-the-world station of maximum power, giving a guaranteed day-and-night service to every point on the globe.

Regarding the Tientsin Station being erected by the Mitsui interests, the Chinese Government has given formal notice that it will take over the station on the 31st of July, in accordance with paragraph 9 of the Agreement of 1915, which provided that all the conditions of the contract have been fulfilled and that the station is thoroughly efficient. It will be recollected that Mitsui issued a statement some months ago that the station would be completed in June.

GERMAN BANK LIQUIDATION IN CHINA.

"CURIOUS TRANSACTIONS" RUMOURS RIFE.

Reports are current in Chinese circles of the possibility of the revelation of "curious transactions" in connection with the liquidation of the affairs of the Deutsch-Asiatische Bank. It will be remembered, says the *Far Eastern Times*, that when, subsequent to the Treaty of Versailles, a peace treaty, was signed between China and Germany, the question of the payment of an indemnity by Germany to China for Chinese losses arising from the war was postponed for settlement arising out of the liquidation of the affairs of the German Bank. These various claims and counter-claims have never been settled.

About a year ago a settlement was nearly reached, but the then Minister of Education, driven thereto by student pressure, refused to approve of the settlement unless any funds accruing to the Chinese Government were earmarked for educational purposes. The then Minister of Finance, General Liu En-yuan, would not consent to this, and hence no settlement was reached. Chinese reports now state that Mr. Wang Kehing has raised this question preliminarily to his taking office as Minister of Finance, as he hopes from a prompt settlement to get two or three million dollars to enable him to enter office with some funds in hand.

At what point the "curious transactions" took place does not yet appear. It may be as well to say that the Bank itself has no knowledge of the matter, as all the transactions concerning both the indemnities and the liquidation have throughout been in the hands of the German Legation. Probably, there is nothing very curious about the transactions at all. Mr. Wang, as Minister of Finance, wants money; he believes that he has found a source that can be tapped; and very probably his "poverty," and not his will, consents to his acceptance of a considerably reduced sum, in ready cash, rather than spending months haggling for more.

CABLES.

LATEST CABLES.
[THROUGH ROUTER'S AGENCY.]

GERMAN REPARATIONS.
FRENCH AND BELGIAN REPLIES
FRIENDLY AND CONCILIATORY.

Paris, July 25th.
The newspapers state that the French and Belgian Cabinets have agreed in principle, but there are still differences with regard to details, which will be the subject of further conversations.
It is understood that Paris and Brussels will make separate replies to London, but they will be similar on fundamental points.
Both documents will be most friendly and most conciliatory, permitting the continuance of negotiations and possibly an agreement later.
M. Poincaré and M. Thénault met after the despatch of the replies to London.

EARLIER CABLES.

FRANCO-BELGIAN "CONVERSATIONS."

Paris, July 25th.
Premier Poincaré received the Belgian Ambassador, who communicated the Belgian point of view regarding the reply to the British draft Note.
It is authoritatively stated that the Franco-Belgian conversations are progressing favourably, but several days must elapse before the two Governments will be ready to despatch an answer to London.

LATEST CABLES.

IRELAND.
A REMARKABLE DECREASE IN CRIME.

London, July 25th.
Dealing with the question of Ireland, in the House of Commons, Mr. W. Ormsby Gore (Under Secretary for Foreign Affairs), dwelt on the marked improvement, especially during the last two months, in the Irish police force. He pointed out that there was now security and a remarkable decrease in crime, and that the law was again functioning; but it would be idle to say there was any guarantee that there would be no fresh outbreaks, for the implacable enemies of a settlement in Ireland were inspired with a hatred of England, and they were trying to force a military re-occupation of Ireland, in order to destroy the settlement.

Mr. Ormsby Gore went on to say that he hoped the Free State Government would succeed in suppressing the formidable conspiracy and would be able to maintain order, because only this would it be possible to get compensation for the Loyalists. Otherwise, the burden on the British taxpayers might amount to £40,000,000 or £50,000,000, a sum which the Government could not contemplate.
He concluded by saying that the Free State Government had substantially improved the compensation payments recently, and there was every reason to hope that the improvement would continue.

WORLD'S HEAVY-WEIGHT
CHAMPIONSHIP.
DEMPSEY AND FIRPO TO FIGHT
IN AMERICA.

New York, July 25th.
Tex Rickard has announced that Dempsey and Firpo have arranged to fight for the world's heavy-weight championship in America. No date has yet been fixed for the encounter.

WORLD'S FEATHERWEIGHT
CHAMPIONSHIP.
BOTH CONTESTANTS IN
EXCELLENT SHAPE.

New York, July 25th.
Eugene Criqui and Johnny Dundee are both in excellent shape for their fifteen round battle in the open air at the Polo Grounds. The fight takes place this evening, with the world's feather-weight championship at stake.
The betting slightly favours Dundee, but Criqui's followers are of the opinion that the Frenchman will give a good account of himself.

HONGKONG LEGISLATIVE
COUNCIL.

(Continued from page 5.)

POST OF EXHUMATIONS.
The Governor recommended the Council to vote \$11,000 in aid of the vote Sanitary Department, Special Expenditure, Exhumation, Various Cemeteries.

THE CHAIRMAN: This includes \$8,000 payments carried over, and payments to the Tung Wah Hospital for extra labour and the provision of urns.
Approved.

COST OF THE EVENING WEATHER REPORT.
The Governor recommended the Council to vote \$700 in aid of the vote Royal Observatory, Other Charges, Printing and distribution of Meteorological Bulletin.

THE CHAIRMAN: At the request of the Chamber of Commerce an evening weather report is now issued daily.
Approved.

PURCHASE OF TYPEWRITERS.
The Governor recommended the Council to vote \$2,000 on account of Miscellaneous Services, Purchase of Typewriters.

THE CHAIRMAN: These typewriters are for the Treasury—one for preparing large returns and one for the use of probations.
Approved.
This concluded the business.

LATEST CABLES.

U.S. PRESIDENT IN CANADA.
CITY OF VANCOUVER EN FETE.

Vancouver, July 25th.
The city was gaily decorated in honour of President Harding, on his arrival aboard the transport *Henderson*, from Alaska.

Thousands of people arrived from all parts of the North-West. The British light cruiser *Carleton* and the Canadian destroyer *Patrician*, fired the Presidential salute as the transport steamed through The Narrows.

EARLIER CABLES.

U.S. PROHIBITION.
BRITAIN NOT LIKELY TO AGREE
TO TWELVE MILE LIMIT.

London, July 25th.
Heater's Agency understands from a well-informed source that the departmental committee which is enquiring into the restrictions against bringing liquor into the United States waters has not yet completed its labours, and therefore, it is premature to discuss what action the British Government is likely to take with regard to the United States request for an extension of the three-mile limit, but it is considered very unlikely that she will agree to the 12-mile limit.

GERMANY'S INTERNAL GOLD
LOAN.

Berlin, July 25th.
The negotiations between the Ministry of Finance, the Reichsbank and the big banks with regard to the issue of an internal loan on a gold basis have been concluded.
The loan will shortly be issued. It will total between 20 and 25 million gold Marks, will bear interest at five per cent, will mature in 12 years, and it will be repaid on a dollar basis at the rate quoted in New York.

GERMAN MARK.
THREE MILLION TO THE
SOVEREIGN.

London, July 25th.
The London exchange market is disturbed by the collapse of the Mark to 3,000,000 to the sovereign, which is attributed to the failure of the German Government to control transactions.
The Mark was finally quoted at 2,750,000 to the sovereign.

REMARKABLE SCENES AT RICH-
BANK BUILDING.

Berlin, July 25th.
The constant depreciation of the mark led to remarkable scenes at the Reichsbank Building, which was crowded with thousands of people waiting to draw their money. The Bank was only able to pay out notes of small denominations, values larger than ten thousand marks being unavailable at present as the printing press is unable to cope with the demand. A suit-case was necessary to-day to remove the equivalent of £20, while others waited outside the Bank, carts and lorries waited to convey supplies of money to other banks.

The Reichsbank announces that the shortage of notes of larger values is temporary, as notes of half a million and one million marks will soon be circulating.
The *Vossische Zeitung* declares that ten million mark notes are to be issued shortly.

INDIA'S PARLIAMENT.
"A REMARKABLE SUCCESS."

Simla, July 25th.
Speaking at a banquet in his honour, Sir Frederick Whyte, President of the Legislative Assembly, said that the first three years of India's Parliament had been a remarkable success.

NEW GOVERNOR OF
BOMBAY.

London, July 25th.
It is officially announced that Col. Leslie Wilson has been appointed Governor of Bombay in succession to Sir G. A. Lloyd, whose tenure of office expires in December. Com. Eyre-Mansell becomes Parliamentary Secretary and Major Boyd-Carpenter Financial Secretary to the Admiralty.

FAR EASTERN CABLE
NEWS.

[THROUGH ROUTER'S AGENCY.]

PROTECTION OF FOREIGNERS IN
CHINA.DR. WELLINGTON KOO MAKES AN
IMPORTANT STATEMENT.

Peking, July 25th.
Dr. Wellington Koo, when addressing the foreign correspondents at the Foreign Office to-day, expressed regret on behalf of China for the recent cases in which the lives and property of foreigners were endangered.

Dr. Wellington Koo went on to say that these acts must not be taken as symptoms of a change in the general attitude of China towards friendly Powers or their nationals residing in China. They were the work of lawless elements, and the Government was taking steps to render more effective the protection of foreign life and property.

RUSSIA AND JAPAN.

NEGOTIATIONS LIKELY TO BREAK
DOWN.

Tokyo, July 25th.
An official message through the Eastern News Agency, unreservedly reports from Moscow the resignation of M. Joffe, who is ordered to hasten the Soviet-Japanese conference. M. Joffe and Mr. Teshikawa Kawakami are apparently unable to reach a basis for agreement on any point.

The Eastern News Agency correspondent at Moscow, who was specially despatched from the agency staff at Tokyo, gives details regarding the position of the Authorities at Moscow, vis à vis Japan, but both the Foreign Office and M. Joffe are giving out unconvincing denials, which, coupled with the strictly official character of the news agency, is taken by well-informed persons to indicate the failure for the present of the efforts towards a Soviet rapprochement with Japan.

"HONGMOH" DISASTER.

AWARDS FOR GALLANTRY.

London, July 25th.
At an investiture at Buckingham Palace, His Majesty the King pinned the Board of Trade medal for gallantry in saving life at sea on the breasts of three members of the crew of His Majesty's ship *Carleton* for rescue work when the steamer *Hongmo* struck the rocks off Swallow.

PROTECTION OF CHINA'S
RAILWAYS.BRITAIN PRESSING FOR RAILWAY
POLICE FORCE.

London, July 25th.
In the House of Commons replying to Mr. Brittain, Mr. McNeill stated that the Government was doing everything possible to safeguard British lives and property in China.

The British Minister at Peking had been authorised to join with his colleagues in pressing for the establishment of a railway police force under foreign officers. The Consortium representatives at Peking were at present examining the question of the consolidation of China's existing unsecured obligations, which was the first step towards putting in order Chinese finances, and pending the outcome of this examination the Government deprecated proposals for making fresh loans to China.

JAPAN-SOVIET "CONVERSA-
TIONS."

EARLY CONCLUSION FORESHADOWED

Tokyo, July 25th.
The fact that at yesterday's Russo-Japanese "conversations" the discussions surrounding Nikolievsk were abandoned, and that other questions, such as debts and Soghalien were not taken up, is regarded as foreshadowing the early conclusion of the preliminary *pousser*, after which the delegates are expected to draw up a memorandum of their respective opinions for submission to their respective Governments.
Apparently little of a concrete nature has resulted from the "conversations," which have been merely an exchange of opinions, as it was not intended to reach definite conclusions.

The suppression of M. Joffe by Mr. Karakhan has been frequently rumoured here, but at present the rumour cannot be confirmed.
It is believed that owing to the former's ill-health, the latter may take over the Soviet representation in the Far East, when he would be the obvious spokesman for the Soviet if a formal conference with Japan is opened.

[at courtesy of the "DAILY BULLETIN."]

EDUCATION IN CHINA.

Peking, July 25th.
The Ministry of Education proposes that from the July 1st Salt Surplus, a sum amounting to \$25,000 be retained as security for a small loan in the interest of eight Government schools.

STRAITS VOLUNTARY GIFT.

London, July 25th.
In the House of Commons, Hon. W. G. A. Ormsby-Gore, in introducing the Colonial Office Estimates, expressed the thanks of the Government for the voluntary gift of the dockyard site by the Colony of the Straits Settlements, which was a fitting complement to the very generous gift of the warship *Malaya* by the Federated Malay States.

MONGOLIAN NOBLES'
COMBINATION.

Peking, July 25th.
Chinese circles report that the Mongolian nobles are combining against the Hukutuh, who have to pay ransom.

CHINA'S FASCINATION FOR
RACING.RACE COURSES SPRINGING UP
EVERYWHERE.

Many reasons, says the *N. C. Daily News*, have been given from time to time why Socialism never can become firmly established in England—this being one of the cases where England does not mean Great Britain. Amongst others there is the declaration attributed to one of the world's great men that whilst there is horse racing in England, Socialism never can succeed, to which may be added the conviction that prohibition has a better chance in England than the abolition of horse racing. If one is prepared to acknowledge that Socialism is not good for a country and will agree with the great men that horse racing is an antidote, then there would appear to be hope for an improved state of affairs in China, for the Chinese have the racing fever in a very acute form.

Ten years ago in Shanghai we had the spring and autumn meetings of the Shanghai Race Club and the one-day meeting of the Paper Hunt Club, whilst at Kiangwan there were the annual China New Year meeting and a few odd days. Now the racing has grown to a total of over 30 days racing in the year, the three hot months being free, but there being very few Saturdays in the other months and practically no general holidays that are not engaged as racing days. Yet even this apparently is not sufficient, for there have been repeated rumours of new courses to be established, though how the racing will be fitted in is a mystery. About two years ago, there was much discussion of a plan for a course at Pootung. More recently there was said to be a scheme out for a Chinese course beyond the Settlement and to be reached by a road which would run through to Soochow. Then one is buttressed by sagacious folk who tell in whispers of a club that is already being prepared "at the back of French territory." Of these, however, nothing more than the rumour is known.

NEW AND REVIVED CLUBS.

From elsewhere comes more definite information. Tientsin secured a second course, of the international order, some time ago, and very successful meetings are being held there. Peking has ambitions along the same lines. Away in the centre of Honan another international club was started about two years ago, if memory serves aright, and is going strong. Tsingtao is firmly persuaded that racing can be popularised there once more, and there is no falling away of interest in the regular meetings at Newchwang, Tongshan and various other places.

Yesterday there arrived news of two more courses to be established. Hongkong is ideally situated for a racing centre, the rocky island offering few facilities for exercising either ponies or horsesmen. Yet the Colony manages to hold very successful regular meetings, interspersed with a number of gymkhana meetings at which there is always good sport. Apparently Hongkong is not satisfied, and the international idea has caught on there, for a cable announces arrangements for a new course at Aberdeen, a fishing village on the interior round the island, where an international club will hold race meetings. A Simulacrum of the prospectus of the tenuous three arrived yesterday. Recreation Club, a body recently formed "to promote China's pony racing and other forms of sports and recreation among its members." The club has obtained the sanction of the Chinese authorities to its establishment and has been registered with them, and permission has been obtained to construct a new road leading from the British Coroner to the club's ground and premises. The founders, who have obtained influential support from both the Chinese and foreign community, propose to hold race meetings periodically throughout the year, excepting during the hot weather, but these meetings will not clash with the official meetings of the Hankow Race Club and Recreation Ground, and Chinese Race Clubs.

SINGAPORE NAVAL BASE.

London, July 25th.
In the House of Commons, replying to Mr. Lambert, Mr. Baldwin said that he did not know whether the Foreign Office was specially consulted with regard to the Singapore naval base, but, of course, it was not represented in the Cabinet.
Mr. Lambert asked—Did the Foreign Office apprehend any particular danger in this base?

Mr. Baldwin replied—Had that been the case it would obviously have been brought to my notice.
Mr. Shirley Benn drew attention to the statement of a leading Japanese statesman at Tokyo that we were building the base at Singapore as a natural sequel to the ending of the Anglo-Japanese Agreement.

REPORTED CANTON LOAN.

Peking, July 25th.
It is reported from Canton that Sun Yat-sen is negotiating with foreigners for a loan based on the security of the Silk Tax, which yields between \$2,000,000 and \$3,000,000 annually.
The Peking Government will enter a protest.

BANDITRY.

EFFORTS AT RELEASE OF MR.
WEATHERBE.

Peking, July 25th.
It is understood that efforts are being made to obtain the release of Mr. Weatherbe, who was walking from Burzah to Peking.
The provincial authorities in Yunnan have instructed the officials at Likiang to despatch a Colonel with 100 troops to effect his release, but they have been instructed to employ peaceful methods, which means that the provincial authorities will have to pay ransom.

CHINESE PARTNERSHIP
DISPUTE.THE MARKET VALUE OF
PROPERTY.

SUPREME COURT JUDGMENT.

Judgment was given, yesterday morning, by His Honour the Chief Justice (Sir William Rice Davies) sitting in original jurisdiction at the Supreme Court, in a Chinese partnership dispute. The case, which was before the Court during April, was interesting from the public point of view by reason of the expert evidence given as to property values in Hongkong. Mr. H. W. Bird, of the firm of Messrs. Palmer and Turner, architects and surveyors, called for the defence, expressed the view at the time that high prices paid for property which brought in only a small return on the investment did not represent market value. Mr. A. Colbourne Little, of the firm of Messrs. Little, Adams and Wood, architects and surveyors, called for the plaintiff, differentiated between market value and security value. Market value was "that sale which takes place at the proper time and at which is sold to a person who would put it to its best use."

His Lordship, in delivering a lengthy judgment, made no reference to this particular point. The action, he said, was one in which the plaintiff (Wong On Shing Tong) was a partner in the defendant firm (Au Man Kit) and claimed an account of what was due to him at the time of his retirement from the firm. The defendant was the managing partner of the firm, which was established in 1908 for the purpose of effecting sales and purchases on behalf of clients at Shanghai. There were 12 partners, holding 12 shares in all. The defendant, who was the holder of two shares, purchased two houses during 1913 and 1910 in Gilman's Bazaar, Hongkong, for \$28,500. In January, 1921, the defendant sold the two houses for \$24,000, and the plaintiff alleged that this amount was a gross under value, the properties being worth \$55,000. He alleged that the properties were sold without his consent or knowledge and that the amount paid to him on his retirement in May, 1921, as his share was based on the purchase price of \$24,000 and, furthermore, by an amendment in the pleading he said that no payment had been made to him in respect of the goodwill of the business. The defendant's case amounted to a settlement of account, and he had stated that he sold the two properties in question in the proper exercise of his authority as managing partner and as a proper value.

Continuing, his Lordship said the question which he had to decide was whether the defendant had established his claim to have settled the account as against the plaintiff's claim, or whether the plaintiff had established fraud or breach of duty on the part of defendant in concealing from him the sale of the two houses in his question. Dealing with this point, his Lordship said he had expressed strongly during the hearing of the case, his verdict of the matter, and he thought it was only right to place it on record. The defendant was admittedly the sole working partner; he had acted honestly towards his partners and by his business acumen largely increased the profits of the firm, and no question had arisen in former years. He had purchased the two houses in question and his right to do so was not challenged by the partners, including the plaintiff. The No. 2 partner, however, without giving an opportunity of answering the allegations obtained an *ex parte* summons, an order for a receiver to take possession of the premises. It was a most unwarranted and high-handed proceeding, and its object was obvious. The result was that, in order to secure the removal of the receiver from the firm's premises, the No. 2 partner was paid \$8,000 more than he would have received, and that could only be called "squeeze." The No. 2 partner, in the witness-box, had admitted that it was an affront to a Chinese business to have a receiver appointed. The business would lose face, and he admitted that he knew that when he applied for the order, this witness did not impress his Lordship "and his answers to my questions spoke for themselves."

His Lordship also held that the defence had proved the establishment of a settlement of account.

Judgment was given for the defendant with costs.
Plaintiff was represented at the commencement of the case by Mr. Eldon Potter (instructed by Messrs. Wilkinson and Grist) but since the departure of Mr. Potter from the Colony Mr. C. G. Alabaster, K.C., took over the case for the plaintiff. Counsel for the defendant was Mr. F. C. Jenkin (instructed by Messrs. Lo and Lo).

AN IMPORTANT PURCHASE.

A Peking contemporary gives prominence to the following paragraph:—
It is understood that Japanese interests are negotiating the purchase outright of the Yangtze Engineering and Iron Works, which is a Chinese concern with a large plant at Shanghai and shipways at Hankow.
The purchase of this concern in view of the position Japan has already acquired at Hankow, through virtual control of the Han-Yang Iron Works, would do much to entrench Japan in the Yangtze valley.

ALLEGED TRESPASS.

EVICTED TENANT'S CLAIM FOR
DAMAGES.

An action in which the plaintiff, Hoong Shing, claimed damages against Mr. Chen Sie, of the Shuee Firm, for alleged trespass, was heard at the Summary Court, yesterday morning, before His Honour the Puisne Judge (Mr. Justice Gompertz).

Mr. F. G. Vaux appeared for the plaintiff, and Mr. M. M. Watson for the defendant.

Mr. Vaux said the plaintiff was tenant of the ground-floor of No. 38, Stanley Street. The defendant was the landlord and he wrongly entered the ground-floor by his workmen on April 30th and pulled down the ceiling. The defendant sent a notice to quit to the plaintiff, stating that he was going to pull down the premises and reconstruct them. The plaintiff did not leave until there was no roof over his head, nor did he leave without protest. At the time it was impossible to say whether the place was going to be re-built or not. Since then the premises had been re-constructed and were now ready for habitation. Mr. Vaux added that he was basing his claim on the fact that the landlord did not construct a new building, and it was agreed on both sides that the notice was bad. After the tenants had been turned out they watched the progress of reconstruction and became suspicious that the place was not being made into a new building. Since then they had endeavoured to get back. The landlord had prevented them from doing this by having the house picketed by an Indian watchman. Mr. Vaux explained that he could not say if the defendant ordered this, because it was understood the defendant had sold the house with vacant possession, the agreement of sale being made on April 25th, or five days before his ejectment. That fact had come to his (Mr. Vaux's) knowledge after the writ had been issued. The plaintiff had endeavoured from time to time to pay the rent to the landlord, and since eviction the full rent had been paid into Court, up to and including July 25th.

Mr. Watson said it might shorten the proceedings if he explained the case from the defendant's point of view. The trespass was not committed by his client. His client was not the landlord of the tenement, and the workmen who entered the premises at the time of the alleged trespass were not his agents and therefore he was not liable for their actions. The agreement of purchase was signed a few days before the premises were entered.

His Lordship (to Mr. Vaux): Assuming that these people committed the trespass, what right of action have you? Mr. Vaux explained that the notice was served before the agreement was signed. The notice to quit stated that the premises were to be re-constructed into a new building and this had not been done.

His Lordship: That has nothing to do with the landlord mentioned in this case. He added that if Mr. Vaux did not say the notice was *bona fide* he must take it that it was *bona fide*. The plaintiff then gave evidence and stated that he had been turned out of his house on the ground that the premises were to be re-constructed. This was not done. He did not know of the sale of the property until after the writ had been issued on the former owner.

Mr. Watson stated that the purchasers of the property were Messrs. Lam Wa and Wong Yuen. The serving of the notice was left entirely in the hands of the defendant's architect, and was perfectly *bona fide*. What happened after the sale of the property had nothing to do with them.

The defendant said he was the landlord up to April 25th, and had authorised the deed to be done to the house before the agreement of sale was signed. One of the terms of the agreement was that he should give up possession of the premises immediately after the agreement had been signed. He told the building contractor of the sale and paid him up to April 24th for work done by him, and the contractor agreed to carry on with the work for the purchasers. After April 25th he had nothing to do with the premises. He had no knowledge of any arrangements the purchaser made with the contractor.

Cross-examined by Mr. Vaux, defendant said he purchased the premises in the first place from L. J. Chuen for \$8,500, subject to a mortgage of \$15,000 which he took over. He sold the premises to the present landlords for \$16,000 plus the mortgage, which was taken over by the new purchaser. He had no knowledge that the premises were sold "with vacant possession."

Mr. Watson interrupted at this stage to say that the clause in the agreement would not bear the construction "with vacant possession."

Asked by Mr. Vaux if he knew that the notice served was a bad one, the defendant said he thought it was a good one. It had been passed by the Public Works Department. "I thought it was good," he added, "I am not a solicitor."

Defendant said that the other tenants left the premises in a friendly way; he had no trouble with them.
After both solicitors had briefly addressed the Court, his Lordship gave judgment for the defendant, with costs.

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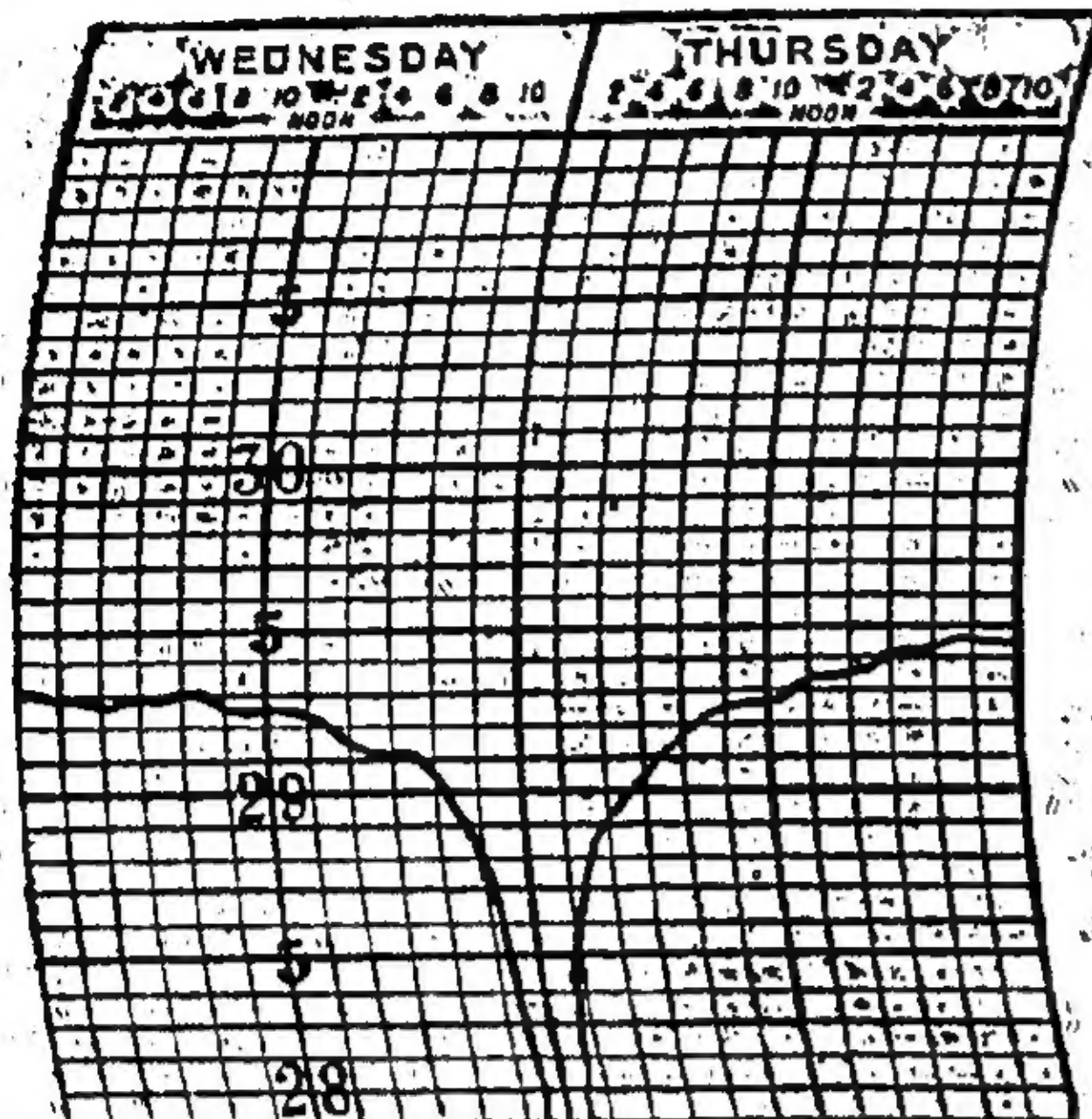


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"DOILITY" IN GIRLS. LACK OF INTELLECTUAL CURIOSITY.

Several interesting speeches were made at Cambridge on June 23rd, when the conference of the Association of Head Mistresses was concluded.

In the course of a discussion on the differentiation of curricula between the sexes in secondary schools, Miss Tanner (Bedford) said that in the report had been included the word doility as applied to girls. No one was under the delusion that girls were particularly doile. The inclusion of the word must be due to the general agreement that the majority of girls were intellectually doile, that they were too ready to receive what they were told by the teacher or the text-book without question, and that they were lacking in intellectual curiosity. One witness had stated that he went to a co-educational boarding school and found one girl carrying out research work in her spare time into the history of the Middle Ages, and coming to conclusions that differed from the existing authorities on the subject. (Laughter.) The speaker emphasised the dangerous tendency in present-day education to turn out people of dull mediocrity. She also inquired whether we were not in danger of reaching such a pitch of specialisation on staffs that some day we should be living in a society where no one would know anything anyone else knew.

Miss McCrea (Stafford) caused much laughter by remarking that when she turned up a book on civics in the synopsis of one chapter she read (a) "Let us now praise famous men"; (b) "The Board of Education." "I read no further," she added.

Miss G. Sale (Bromley) said in her experience boys were not exploited to anything like the extent that girls were. They had no home duties, no clothes to mend or keep in order; they did not dance or play the piano to any great extent; they were not tempted to pose in beauty competitions and the like, and were rarely to be seen at Sunday schools and the week night educational meetings which their sisters so conscientiously attended. Ever since the war there had been a growing tendency to exploit the activities of the girls' secondary schools.

Professor Cullshaw said there was a need for women doctors; a good woman practitioner was bound to be a success. The profession offered big plums, and large numbers of women were earning incomes of four figures.

ELOPEMENT SEQUEL.

A GRETTA GREEN MARRIAGE.

"The parties were married under very romantic circumstances," said Mr. A. W. Fryer, the solicitor, at the Marylebone Police court, when supporting a summons for desertion taken out by Mrs. Rachel Whitlam, of Portdown-road, Maida-vale, against her husband, Lionel Outhbert Lewis Whitlam, step-son of Colonel H. A. Colt, D.S.O., M.C., of The White House, Cookstown, Omagh, Ireland.

Mr. C. V. Hill, solicitor, defended. The marriage took place in August, 1920, said Mr. Fryer, the wife being a girl of about 18 and the husband a young man under 20. He eloped with her from her home in Taignton, Devonshire, and took her to Gretna Green, where they were married over the anvil. The following month they were married again, by way of confirmation, at the register office in Bristol, and for some time they lived in that city. In October last year, while they were residing in Clifton gardens, Maida-vale, the husband went to Ireland, and obtained employment in the Royal Ulster Special Constabulary, and he subsequently wrote to his wife saying that after what he had found out he hoped he might never set eyes upon her again. He also failed to send her any money.

The real difference between the parties, said Mr. Hill, was the education and faith of their son. Mrs. Whitlam wanted the boy brought up as a Jew, and Mr. Whitlam insisted that he would only return to his wife on condition that the boy was brought up a Christian.

Mr. D'Eyncourt suggested that as it was within the power of the father to have his son trained in the faith he thought fit he should return to his wife and assert his authority.

Mr. Whitlam told the magistrate that before the child was born the agreement between them was that if it was a boy he was to be brought up as a Christian, and if a girl she was to choose for herself after a certain age. He added that he did not go to the University—he got married instead.

Mr. C. V. Hill denied that there had been desertion, but the magistrate made a maintenance order of 30s. a week, and gave the custody of the child to the wife.

DEGRADING THE ART OF DANCING.

"PALACES WITH MAD
MUSICIANS."

In his presidential address to the thirty-first annual conference of the British Association of Teachers of Dancing, which opened at the Midland Grand Hotel, St. Pancras, on June 18th, Mr. James Forrest Donald, of Aberdeen, said one wondered how much longer, in English cities, the art of dancing is to be prostituted, the young degraded, and the country shocked by tragedy after tragedy due to the granting of dance licences to fashionable hotels, clubs, and restaurants, known for the sale of wines, and to glittering palaces with mad musicians, whose lack of good taste is only exceeded by that of those to whom they pipe. Legitimate ball-room dancing does not require such meretricious aids as balloons, toys, and childish amusement to justify its existence, and our social dance functions must be purged of the vulgarities introduced by clubs, wine-sellers, dance experts, and carnival promoters. What are called subscription dances demand more strict parental supervision and inquiry, or the return of the chaperon will become a necessity. Discipline, deportment, and good manners gained by elucative training must be the passport to the ball room, and the true devotee of Terpsichore must be the product of the accredited teacher of deportment, and not of the charlatan or acrobatic stunter.

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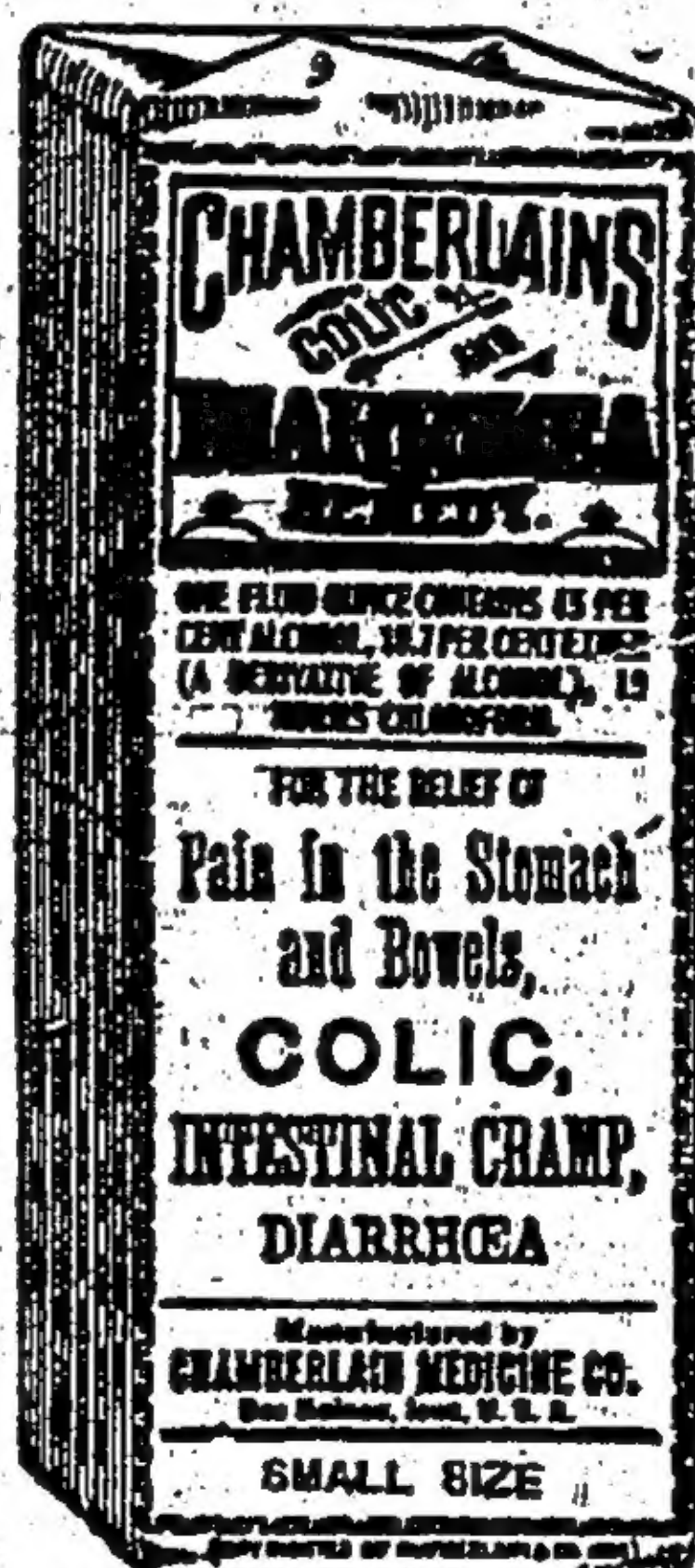
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PRIME MINISTER AND THE PRESS.

"ATMOSPHERE OF GOODWILL"

The Prime Minister was the principal guest at the annual dinner of the Parliamentary Press Gallery, held on June 14th at the Palace of Westminster, under the presidency of the chairman of the Gallery, Mr. William Veitch. Doubtless, out of consideration for Mr. Baldwin's well-known weakness, the toastmaster announced—after the health of the King had been duly honoured—that "with the gracious permission of the ladies any gentleman wishing to do so may smoke his pipe." The Prime Minister was soon puffing contentedly at a well-known pipe, and in his speech he referred to the assistance he had received from the Press, and said: "An atmosphere of goodwill of that kind is an enormous help and may possibly be a far greater help than even we realise, if it should be that we should have to endeavour to make the will of this country prevail in the settlement of the world that lies before us, and which must be the first and greatest task of any statesman in this country."

Mr. J. M. Gilliland, submitting the principal toast of the evening, observed that it had been said of Mr. Baldwin that of all members of the House of Commons he was the most English Englishman. Without the least disrespect to Scotland and Wales, they welcomed him the more for that. (Cheers.) His manner was peculiarly unostentatious; his direct, clear statements, relieved occasionally by flashes of humour, were absolutely typical of the man. "I don't suppose," said the speaker, "that he will ever tell us of those glorious hints of purple and gold which herald the dawn on his native hill tops. (Laughter.) The Prime Minister has not been long in the saddle, but he has been there long enough to let us see that he has got a good seat, and light hands, and that he 'rides straight.' (Cheers.)"

The Prime Minister, replying, said: It is indeed an embarrassing moment to be called upon to speak before an audience of this nature. For many years I have looked up with awe and unmingled admiration at the members of the Press Gallery, that wonderful body who take our remarks—impartial, illiterate, and inaudible—(cheers)—and so present them before the British public the next morning that they might be taken from the mint of Burke.

I have always admired and wondered at the work of reporters, ever since one day when I celebrated my 21st birthday down in Wiltshire, and there came the oldest workman we had on the premises. What he really said in a faltering voice was, "I have nothing to say," and the Press the next day said that "Mr. Emery made the presentation with a few appropriate and happy remarks." (Laughter.) It made me realise even in those early years how the creation of a reputation really is a very negative and your prerogative alone. Whatever reputation I may have to day, I beg to thank you for it from the bottom of my heart. (Laughter.)

I have noticed in my brief career in public life that some men like the limelight and some do not. I have always found that wherever the limelight is brightest there is always a corresponding black shadow close to it, and I have hitherto been able to step into that shadow whenever the limelight was turned on. But I find now that I cannot escape it. I feel very much like a small insect under a microscope. Everything that I do or think or say is laid bare. But I remember so well what a dear old friend of mine, William de Morgan, said many years ago. He was not a scientific man any more than I am. He was fond of a little literature and the arts, and as myself would far rather have written one of Keats's sonnets than in vented poison gas or the gramophone. (Laughter.) He had a scientific friend who used to study ants through a microscope, and he told me with great joy that his friend had discovered on close examination that they really were idling frightfully. (Laughter.) It may be that when you study me you will be able to reproduce for the public all those blemishes and faults of character which I have endeavoured with some success hitherto to cover up, if not hide.

Referring to the kindness of the Press to him upon his appointment, Mr. Baldwin said: I have got a fairly accurate idea of my own capacities and qualities, and I know my own defects far better than anybody else can who has not got that same publicity and intimate acquaintance with myself that I have. Too severe criticism leaves me cold. But I do realise that in the kindness you have shown me, which has come from the Press of all parties, it is not a tribute so much to personally as a kind of feeling that I know always exists in this country—that whenever a man, whoever he may be—provided that they believe him to be an honest and fairly decent sort of fellow—is called upon to take a job of the appalling responsibility of the Prime Minister at this time they feel, "We will give him a chance at any rate, and a good send-off in the most difficult task that any man could have." (Cheers.) It is a very great help to start one's work, whatever may be the result of it, in an atmosphere of goodwill of that kind. It may possibly be a far greater help than even we realise, if it should be that we should have to endeavour to make the will of this country prevail in the settlement of the world that lies before us, and which must be the first and greatest task of any statesman in this country. (Cheers.)

ORATORY IN THE COMMONS.

What Mr. Gilliland said was good enough to say about my own peculiar style in the House of Commons interested me, because I think it is merely an example of how the style of Parliament has changed in recent years, and is changing. I do not think that in this present House of Commons the kind of oratory to which people used to listen in the old days would be of the slightest use. We live in an age when the Parliamentary machine always runs the risk of being clogged, owing to the amount of work that has to be done, and it appears to me that the most necessary qualification of a leader of the House and of Ministers in the Government is to have the capacity of getting the business through. And that business can be got through only by business-like habits and business-like speeches. By that I mean speeches that really do deal primarily with the matter in hand—that are straightforward and honest; that do not try to cloud the issues; and that do not put in any unnecessary triumphs. There is nothing more fatal in Committee of the whole House than for a man to be carried away by his subject and to make what is called a long, powerful, and eloquent speech. I think that what any man who wants to succeed in leading the modern House (Continued on next column.)

A MISSING STERN FRAME.

HOW A SEA MYSTERY WAS SOLVED.

Some little time ago, says the Straits Times, we reported that the stern frame of a big ship had been picked up in the Channel off the Wharves at Tanjong Pagar. A good deal of interest was felt in the matter, as there was no record of a ship having lost so many tons of iron belonging to so important part of the ship as the steering gear.

The matter is set at rest by a letter received from Shanghai. The writer was chief officer of the Mogul liner Sika, bound from New York to Yokohama via the usual ports, about June 1904. Leaving the Tanjong Pagar Wharf the pilot's launch pulled her stern out too far, and before he could straighten her she had bumped the shoal or rocks (the words of the writer) and rolled heavily once or twice, but did not sink. "I think the Captain asked the Pilot what had happened. I investigated things and discovered that the hand steering gear had been a little dislodged, and that the ship was making a little water in the after peak. We proceeded to our next port, Manila, got a diver to examine her bottom, and he reported that most of her stern frame was missing, so we had to proceed to Hongkong where the enclosed photograph was taken, in the Kowloon Dock. The Sika was then owned by Messrs. Gelatly Hankey and Company and registered at Rochester, N.Y.

The photograph, Kowloon Dock, 10.7.04, shows the rudder without any after frame at all. The marvellous thing is that the vessel was ever able to get to Manila at all, with her rudder so slenderly attached, but there can be no doubt that the frame picked up was the Sika's. The writer of the letter adds: "We dropped ours about half way along as the old wharf used to be just opposite where the most curve was in the wharves. The Sika was practically a new ship at the time."

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are the most perfect double focus glasses for both reading and distant. In the ordinary bifocal lens, the segment or part for reading is cemented to the distant lens, raising the segment above the surface of the main lens. The segment and the line of union are always more or less noticeable. In Kryptok lens, no cement is used, but the reading segment floats in a mass of any prescription in the main lens, while the whole lens is ground smooth on both sides to the desired focus. Kryptok lenses of any prescription in either regular or Toric form are Co. successors to Clark & Co. Optical manufactured by the Hongkong Optical Prescription Specialists, located in 53, Queen's Road Central—ADVT.

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SAILINGS	SUBJECT TO ALTERATION.	
RANGKOK via SHANGHAI via SWATOW	"CHAKRANG"	Saturday, 28th July, 10 a.m.
MANILA via SHANGHAI via SWATOW	"TUNGSHING"	Saturday, 28th July, Noon
HAIPHONG via HOIHOW	"WINGSANG"	Saturday, 28th July, 3 p.m.
TIENHSIN	"LEESANG"	Sunday, 29th July, 8 a.m.
RANGKOK via SHANGHAI via SWATOW	"CHIPSANG"	Sunday, 29th July, Noon
TSINGTAU via SHANGHAI via SWATOW	"HANGSANG"	Tuesday, 31st July, Noon
KOBE via MOJI	"YATSHING"	Wednesday, 1st Aug. Noon
RANGKOK via SHANGHAI via SWATOW	"LAINANG"	Thursday, 2nd Aug. Noon
TSINGTAU via SHANGHAI via SWATOW	"CHUNSANG"	Tuesday, 7th Aug. 8 a.m.
SANDAKAN	"ESANG"	Wednesday, 8th Aug. Noon
KOBE via MOJI	"HINSANG"	Thursday, 9th Aug. 4 p.m.
STRAITS & CALCUTTA	"FOOKSANG"	Friday, 10th Aug. 7 a.m.
	"HOSANG"	Saturday, 11th Aug. 3 p.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

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MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong where transshipment occurs.

BOERNE LINE—Fortnightly sailings to and from Batavia by two 5,000-ton steamers, "BIRANG" and "MADEPANG" both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Batavia, Jember, Labuan, Taiwan and Laidai.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiao.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by two steamers fitted with up-to-date passenger accommodations.

CALCUTTA LINE

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TELEPHONE CENTRAL No. 215

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"GLENSANDA"	30th July	"GLENIFFER"	7th Aug.	Glenca, London, Rotterdam and Hamburg.
"GLENSHANT"	13th Aug.	"GLENSHANT"	13th Aug.	Glenca, London, Rotterdam and Hamburg.
"GLENSHIRE"	30th Aug.	"GLENSHIRE"	13th Aug.	Glenca, London, Rotterdam and Hamburg.
"GLENUCE"	10th Sept.			

Movements are subject to change without notice.

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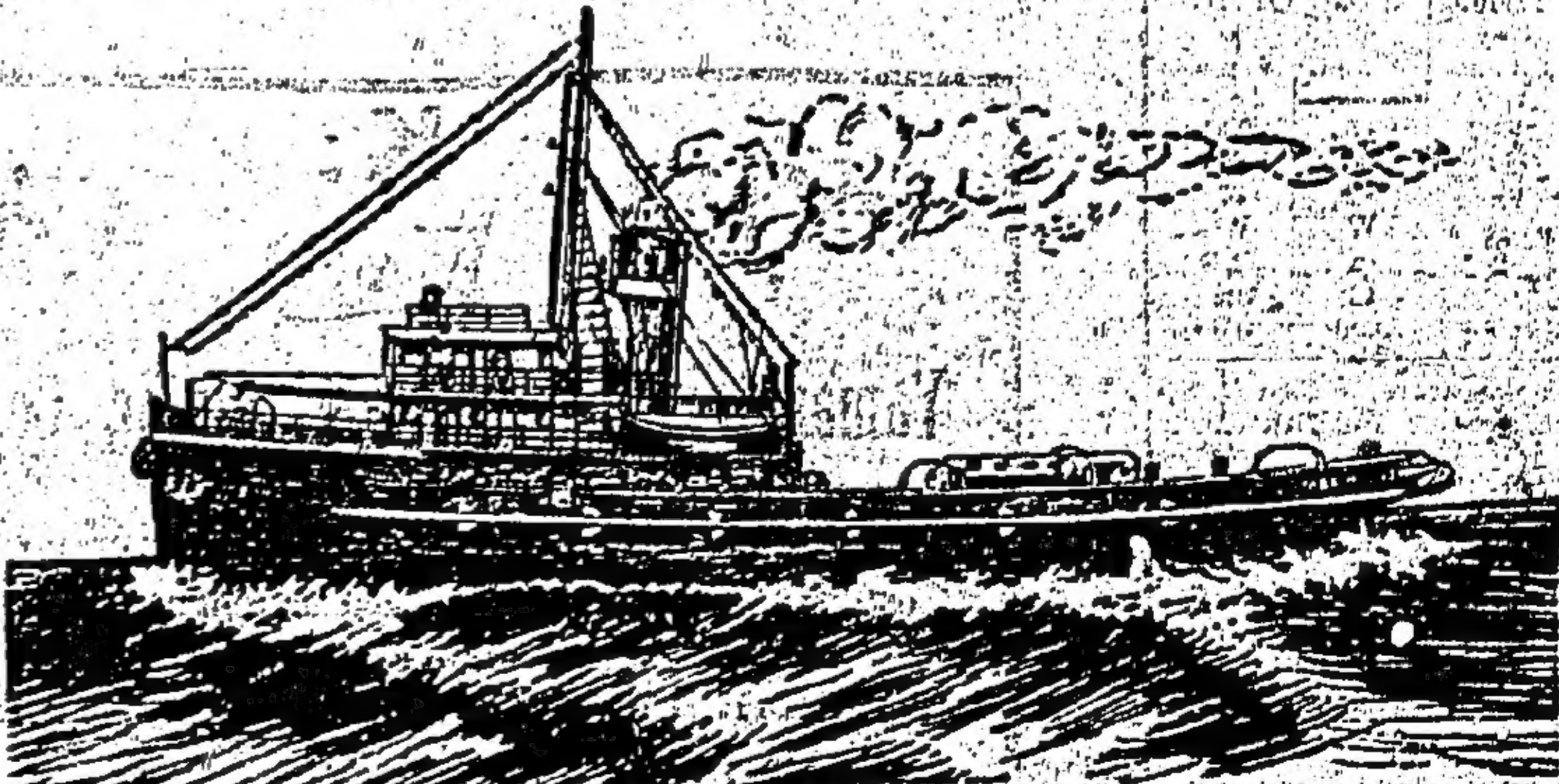
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Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

SHIPPING NEWS

ARRIVALS.

July 26th.

Kuichow, British str., 1,220 tons, Capt. F. A. Lovegrove, from Tientsin, with a general cargo.—B. & S.

Lake Parry, American str., 1,600 tons, Capt. J. Anderson, from Saigon, with a general cargo.—Admiral Oriental Line.

Sekino Maru, Japanese str., 904 tons, Capt. Nakamura, from Koolung.—Y.K.K.

Song Giang, French str., 350 tons, Capt. Grovel, from Haiphong, with a general cargo.—P. A. Lapetue & Co.

July 26th.

Chusan, British str., 1,338 tons, Capt. J. E. Richards, from Shanghai, with a general cargo.—B. & S.

Engle, Chinese str., 538 tons, Capt. S. Sano, from Chefoo, with a general cargo.—Yue Tai Hong.

Hong Sang, British str., 1,350 tons, Capt. N. H. McNair, from Bangkok and Swatow, with a general cargo.—J.M. & Co.

Hong Hwa, British str., 1,924 tons, Capt. A. Mackenzie, from Singapore, with a general cargo.—Seng Soon Hong.

Macedonia, British str., 2,850 tons, Capt. H. W. Corder, R.N.R., from London, with a general cargo.—Mackinnon, MacKenzie & Co.

Phuonpenh, British str., 1,005 tons, Capt. W. Hall, from Saigon, with rice.—Wo Fat Shing.

Peotichia, British str., 3,118 tons, Capt. H. W. Wilkinson, from Vancouver and Nagasaki, with a general cargo.—B. & S.

Sekino Maru, Japanese str., 1,294 tons, Capt. T. Arai, from Hoihow, with a general cargo.—Y.K.K.

Shanai, British str., 1,224 tons, Capt. J. Mathias, from Newchwang, with a general cargo.—B. & S.

Sat Yam, British str., from Canton.

Tikini, Dutch str., 2,887 tons, Capt. J. Schol, from Batavia and Balikpapan, with a general cargo.—J.C.J.L.

Tjondori, Dutch str., 5,013 tons, Capt. J. P. Scholten, from Dalny, with a general cargo.—J.C.J.L.

Tongha, British str., 3,180 tons, Capt. J. S. Redden, from Amoy, with a general cargo.—Mackinnon, MacKenzie & Co.

Wang Shek Kung, British str., 1,002 tons, Capt. J. T. Thirlwell, from Saigon, with rice.—Kung Chung & Co.

Yuenqing, British str., 510 tons, Capt. Wm. Ross, from Hoihow, with a general cargo.—Cheong Fat & Co.

CLEARANCES.

July 26th.

Adna, for Tarakan.

Chuan, for Canton.

Fenglee, for Canton.

Pongler, for Chefoo.

Huohun, for Swatow.

Hung Hwa, for Swatow.

Hydrangea, for Swatow.

Independence, for Manila.

Lee Song, for Hoihow.

Naurie, for Shanghai.

Naurie, for Canton.

Sekino Maru, for Canton.

Song Giang, for Canton.

Sat Yam, for Swatow.

Yanai, for Hoihow.

SHIPPING MOVEMENTS.

The R.M.S. Empress of Russia arrived at Nagasaki on July 26th at 6.30 a.m., left at 1 p.m., and is due at Shanghai today at 2 p.m.

The s.s. Persia (Blue Funnel) left Liverpool on July 21st for Straits, Hongkong, Shanghai and Japan, and is due here on or about August 25th.

VESSELS EXPECTED

Andre Lebon (M.M.), due August 17th.

Emil Kirdorf (Hugo Steiner), due July 29th, a.m.

Empress of Russia, due July 30th, 7 a.m.

Fushimi Maru (N.Y.K.), due July 29th.

Hyson (Blue Funnel), due August 1st.

Imo Maru (N.Y.K.), due July 31st.

Kashima Maru (N.Y.K.), due July 31st.

Le de Viois (M.M.), due July 29th.

Mojo Maru (N.Y.K.), due July 29th.

Patradus (Blue Funnel), due August 5th.

Paul Leat (M.M.), due July 31st.

Sunbird (Rickmers Line), due August 4th.

Victoria, due August 27th.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 26th				
Time	Barometer	Thermometer	Wind	Weather
5 a.m.	29.91	79.1	—	—
10 a.m.	29.91	80.0	—	—
1 p.m.	29.91	80.0	—	—
4 p.m.	29.91	80.0	—	—
7 p.m.	29.91	80.0	—	—
10 p.m.	29.91	80.0	—	—

Highest open-air temperature on 26th — 87

Lowest open-air temperature on 26th — 80

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Waterlevels in English Feet at 8 a.m.

Place of Observation	High water	Low water	High water	Low water
Feet	Feet	Feet	Feet	Feet
Wuchow, W. River	+78.50	-2.43	—	—
Kongmoon, W. River	+14.70	-0.90	—	—
Linkonghow, N. River	+37.00	—	9.5	12.5
Samshui, N. River	+27.25	-5.00	—	11.5
Shaklong, E. River	+16.15	-0.88	9.8	2.7

ENGINEER-IN-CHIEF.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DEPARTURE
NEW YORK & PANAMA	Delagoa Maru	Jap.	Nippon Yusen Kaisha	On 4th Aug.
NEW YORK & BOSTON	Gothic Prince	Brit.	Princes Line	About
BOSTON & NEW YORK via Suez	City of Madras	Brit.	The Bank Line, Limited	On 5th Aug.
SAN FRANCISCO, &c.	West Sequana	Am.	Strathers & Barry	On 3rd Aug.
VICTORIA & VANCOUVER, &c.	Empress Russia	Brit.	Canadian Pacific O. S. Ltd.	About 9th Aug.
VICTORIA, SEATTLE & VANCOUVER via J. Port.	Iyo Maru	Jap.	Nippon Yusen Kaisha	On 11th Aug., 11 a.m.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Africa Maru	Jap.	Ozaka Shosen Kaisha	On 17th Aug.
VICTORIA, SEATTLE & VANCOUVER	Protonians	Brit.	Canadian Pacific O. S. Ltd.	On 11th Aug.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress Canada	Brit.	P. & O. S. L. & A. L.	On 28th July
BOMBAY, MARSHILLES, GIB., LONDON & ANTWERP	Khiva	Brit.	Messageries Maritimes	On 6th Aug.
MARSHILLES, &c.	Angkor	Brit.	Messageries Maritimes	On 20th Aug.
MARSHILLES, &c.	Chambord	Brit.	Messageries Maritimes	On 3rd Sept.
MARSHILLES, &c.	Paul Locat	Brit.	Nippon Yusen Kaisha	On 1st Sept., 11 a.m.
MARSHILLES, LONDON, ANTWERP via SOERABAYA, &c.	Kashima Maru	Brit.	The Bank Line, Ltd.	On 23rd Aug.
MARSHILLES, LONDON, ROTTERDAM & HAMBURG	Peles	Brit.	Butterfield & Swire	On 1st Sept.
MARSHILLES, HAVRE, LIVERPOOL & GLASGOW	Sarpedon	Brit.	Butterfield & Swire	On 7th Sept.
MARSHILLES, LONDON & ROTTERDAM	London Maru	Brit.	Ozaka Shosen Kaisha	On 4th Sept.
LONDON, HAMBURG, ROTTERDAM & ANTWERP	Glenfer	Brit.	Jardine, Matheson & Co., Ltd.	On 10th Aug.
LONDON, GENOA, ROTTERDAM & HAMBURG	Seleier	Brit.	Reuter Bros. & Co.	About 29th July
ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	Emil Kirdorf	Brit.	Messageries Maritimes	About 29th July
ANTWERP, ROTTERDAM & HAMBURG	Let de Missionary	Brit.	Nippon Yusen Kaisha	On 11th Aug., 3 p.m.
HAVRE, ANTWERP & DUNKERQUE	Sado, Maru	Brit.	Jardine, Matheson & Co., Ltd.	On 11th Aug.
BOMBAY via SINGAPORE, COLOMBO	Hosang	Brit.	P. & O. S. L. & A. L.	On 7th Aug.
STRAITS & CALCUTTA	Soudan	Brit.	D. & W. & Co., Ltd.	On 2nd of Aug.
SINGAPORE, PENANG, COLOMBO & BOMBAY	Van Cloon	Brit.	Butterfield & Swire	On 26th July, Noon
BEINDRE, VANGU & DUBUET	Edna	Brit.	Yamashita Kisen Kaisha	About 27th July
WELFARE, COLOMBO & TRINITY	Konkhow	Brit.	Jardine, Matheson & Co., Ltd.	On 9th Aug., 4 p.m.
KEELUNG via HAIKOW & AMOY	Takwa Maru	Jap.	Nippon Yusen Kaisha	On 15th Aug., 11 a.m.
SANDAKAN	Hinsang	Jap.	Jardine, Matheson & Co., Ltd.	On 23rd July, Noon
AUSTRALIAN PORTS via MANILA	Aki Maru	Jap.	P. & O. S. L. & A. L.	On 4th Aug.
AUSTRALIAN PORTS	St. Albans	Brit.	Butterfield & Swire	On 1st July, 4 p.m.
SHANGHAI via SWATOW	Taiyuan	Brit.	Jardine, Matheson & Co., Ltd.	On 23rd July, Noon
SHANGHAI, KORE & YOKOHAMA	Fushimi Maru	Jap.	Nippon Yusen Kaisha	On 20th Aug.
SHANGHAI, KORE & YOKOHAMA	Paul Locat	Brit.	Messageries Maritimes	On 27th July, 4 p.m.
SHANGHAI & JAPAN	Macdonia	Brit.	Butterfield & Swire	On 2nd Aug., 4 p.m.
SHANGHAI & JAPAN	Sinking	Brit.	Doddwell & Co., Ltd.	About 29th July
SHANGHAI, YOKOHAMA & KORE	Kristo	Brit.	Java-China-Japan Line	On 1st Aug.
SHANGHAI	Tijmanook	Brit.	Ozaka Shosen Kaisha	On 29th July, Noon
JAPAN PORTS	Alai Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 15th Aug.
TIENJIN	Tijandari	Dut.	Ozaka Shosen Kaisha	On 15th Aug.
BATAVIA	Indo Maru	Jap.	Butterfield & Swire	On 31st July, 4 p.m.
CALCUTTA, SINGAPORE & RANGOON	Chakrang	Brit.	Douglas Lafrank & Co.	On 27th July, 1 p.m.
SWATOW & BANGKOK	Kwongtung	Brit.	Jardine, Matheson & Co., Ltd.	On 12th Aug.
SWATOW, AMOY & FOOCHOW	Huiching	Brit.	Strathers & Barry	On 12th Aug.
SWATOW, AMOY & FOOCHOW	Laisang	Brit.		
KORE via MOI	West Chopaka	Am.		
MANILA, &c.				

WEATHER REPORT.

July 26th at 17.35.—Warning to Hongkong, Coast Forts, &c.—Typhoon of unknown intensity within 120 miles of Lat. 21 deg. N. Long. 117 deg. E. moving W.N.W. July 26th at 13.10.—Local signal No. 2 hoisted.

July 26th at 17.35.—Pressure has increased slightly over Formosa and Tongking. It has decreased moderately at Hongkong, and is nearly stationary over the Philippines. At 5 p.m. the typhoon appeared to be near the Firsts moving W.N.W. Hongkong rainfall for the 24 hours ending at 18 hours 26th July, 0.01 inch. Total since January 1st, 35.75 inches, against an average of 49.45 inches. The forecast for the 24 hours ending at noon, 27th July, is as follows:—

Forecast	Forecast
Formosa Channel	E. winds, strong, moderating
Hongkong to Gap Rock	Moderate N.W. winds at first; cyclonic gales later, (forecast, rain, do.)
South coast of China between Hongkong and Lamock	do.
South coast of China between Hongkong and Hainan	do.

HONGKONG TIDE TABLE

From July 27th to August 2nd, 1923.					
HIGH WATER			LOW WATER		
Day of Week	Day of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
Fri.	27	h. m.	ft. in.	h. m.	ft. in.
		10 28	4 4	1 53	3 1
Sat.	28	11 6	4 4	2 43	0 6
		11 7	7 5	3 37	3 0
Sun.	29	11 39	4 5	4 20	0 6
		11 39	7 3	3 18	3 2
Mon.	30	10 27	7 1	4 0	3 9
				5 33	1 0
Tues.	31	10 11	4 6	4 43	2 5
				5 8	1 3
Wed.	1	10 44	4 7	5 23	3 1
				6 44	1 7
Thur.	2	11 9	4 7	6 18	3 3
				7 21	2 2

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Empress Russia	Aug. 3	Aug. 27	Empress Scotland	Sept. 1	Sept. 25
Empress Australia	Aug. 24	Sept. 12	Montcalm	Sept. 1	Sept. 28
Empress Asia	Sept. 6	Sept. 24	Empress Scotland	Sept. 29	Oct. 4
Empress Canada	Sept. 22	Oct. 8	Empress France	Oct. 13	Oct. 19
Empress Russia	Oct. 4	Oct. 22	Empress Scotland	Oct. 27	Nov. 2

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MARSEILLES, LONDON & ANTWERP via Singapore, &c.

KASHIMA MARU ... Wednesday, 1st Aug., at 11 a.m.

HAKONE MARU ... Wednesday, 15th Aug., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

L'VERPOOL via MARSEILLES & VALENCIA.

TOKUSHIMA MARU ... Friday, 10th Aug.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Wednesday, 15th Aug., at 11 a.m.

TANGO MARU ... Wednesday, 15th Sept., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

DELGOA MARU ... Saturday, 4th August.

Buenos Aires via Singapore, Durban & Cape Town

KAMAKURA MARU ... Saturday, 28th July.

BOMBAY via Singapore and Colombo.

SADO MARU ... Friday, 27th July.

CALCUTTA via Singapore, Penang & Hongkong.

MOJI MARU ... Monday, 30th July.

NAGASAKI, KOLK & YOKOHAMA.

TANGO MARU ... Thursday, 16th Aug., at 11 a.m.

FUSHIMI MARU ... Monday, 30th July.

NORIOKA MARU ... Saturday, 4th Aug.

MIYAMA MARU ... Wednesday, 15th Aug.

For further information apply to—NIPPON YUSEN KAISHA

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101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349,

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL, S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

A. "KASAMA" ... 3rd Sept. ... Shanghai, Kobe & Yokohama

HOMEWARDS.

A. "CITY OF GLASGOW" ... 28th Aug. ... Marseilles, London, Rotterdam & Hamburg

PASSAGE RATES TO LONDON.

"A" Class Steamers ... 1st Class £22. - 2nd Class £22.
 "B" Class Steamers ... 1st Class £24. - 2nd Class £28.
 "C" Class Steamers ... 1st Class £26.

S.S. "C" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE LTD.

(Tel. Central 7501)

HOLYOAK, MASSEY & CO., LTD. CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL, S.S. CO., LTD.)

Sailings from Hongkong.

A. "CITY OF MADRAS" ... via Suez Canal ... 5th August
 A. "TALHYBUST" ... via Suez Canal ... 15th August
 A. "CITY OF BOSTON" ... via Suez Canal ... 15th August

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.) HOLYOAK, MASSEY & CO., LTD. CANTON.

HONGKONG AND CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	P.O. Arr. at High Land Sailing for S'nal. and Japan.	Probable Sailing from Hongkong for Marseilles.
ANGKOR	6th Aug.
OHAMFORD	10th Aug.
PAUL LECAT	17th Aug.
ANDRE LEBON	17th Sept.
AMBOISE	1st Oct.
CORDELE	15th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including 1st Class Wine and Free Doctor's Attendance.)

A. Class (1st Class) ... 95. 0s. 0d. B. Class (1st Class) ... 85. 0s. 0d.
 C. Class (2nd) ... 65. 0s. 0d. D. Class (2nd) ... 55. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo: Boas)

A. "IT. DE MISSISSY" loading for BORDEAUX, HAVRE, ANTWERP & DUNKIRK, about 29th July.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740. 8, Queen's Building.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers (having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, etc. as and excellent cuisine)

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9th/10 Days)

HAIPHONG ... Capt. J. B. Thompson ... Friday, 27th July, at 1 p.m.

HAIPHONG ... Capt. W. C. Plummer ... Tuesday, 31st July, at 1 p.m.

HAIPHONG ... Capt. Ellis Walker ... Friday, 3rd Aug., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Elsie Pier)

For Freight and Passage apply to—

DOUGLAS, LAURIE & CO.,

(General Managers)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO

No. 14, PEDDER ST., HONGKONG

P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES,

MALAY, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"RODAN"	6,696	6th Aug.	S'pore, Penang, Colombo, Bombay
"KHYA"	9,017	8th Aug.	S'pore, Penang, Colombo, Bombay
"ALPHE"	8,373	15th Aug.	S'pore, Penang, Colombo, Bombay
"KABIR"	8,341	22nd Aug.	S'pore, Penang, Colombo, Bombay
"SICILIA"	6,813	28th Aug.	S'pore, Penang, Colombo, Bombay
"MACDONIA"	11,089	7th Sept.	S'pore, Penang, Colombo, Bombay
"DONGOLA"	8,058	21st Sept.	S'pore, Penang, Colombo, Bombay
"SUDAN"	8,687	30th Sept.	S'pore, Penang, Colombo, Bombay
"MANTUA"	10,802	8th Oct.	S'pore, Penang, Colombo, Bombay
"KARNATA"	9,088	15th Oct.	S'pore, Penang, Colombo, Bombay
"SICILIA"	6,818	23rd Oct.	S'pore, Penang, Colombo, Bombay

1924.

S.S.	Tons	From Hongkong (about)	Destination
"MACDONIA"	11,089	25th Jan.	(MARSEILLES & LONDON via Usual Ports of Call)
"KASHGAR"	8,440	8th Feb.	do.
"MOREA"	10,571	22nd Feb.	do.
"KARNATA"	9,088	7th March	do.
"KARNATA"	15,953	21st March	do.
"KARNATA"	9,088	4th April	do.
"CHINA"	7,952	18th April	do.

BRITISH INDIA - APCAR SAILINGS

S.S.	Tons	From Hongkong (about)	Destination
"TORILLA"	5,205	27th July, 3 p.m.	Singapore, Penang & Calcutta.
"JANUS"	4,824	29th Aug.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,600	4th Aug.	(Manila, Sandakan, Thursday 1st, 4, Townsville, Brisbane, Sydney & Melbourne)

Frequent sailings from Australia with the following—

The Union S.S. Co. Steamers to the United Kingdom via New Zealand, Vancouver, the P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"MACDONIA"	11,089	27th July, 4 p.m.	Shanghai, Moji, Kobe & Yokohama
"CHAKRATA"	5,582	28th July	Yokohama
"JANUS"	4,824	5th Aug.	Shanghai, Moji & Kobe
"KARNATA"	4,000	7th Aug.	Yokohama
"DONGOLA"	8,058	11th Aug.	Shanghai, Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting for the carrying steamer.

First-class Passengers may travel by B.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage, Fare, Freight, Handbooks, etc. apply to—

MACKINNON MACKENZIE & CO.

21, Des Voeux Road Central, HONGKONG.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain) 55, George's Building

Telephone: Central 2161. Telegrams (Furness) [21]

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

For sailing dates and further particulars please apply to E. SHIMA, Manager.

Tel. Central No. 4090. [19]

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SAIGON	"HANYANG"	On 27th July, 4 p.m.
SAIGON	"SHANTUNG"	On 28th July, 4 p.m.
SAIGON	"LINAN"	On 28th July, 11 a.m.
SAIGON	"CHUSAN"	On 29th July, 4 p.m.
SAIGON	"KWEITANG"	On 29th July, 4 p.m.
SAIGON	"KUEICHOW"	On 30th July, Noon.
SAIGON	"YINGCHOW"	On 31st July, D.L.
SAIGON	"KWANGTUNG"	On 31st July, 4 p.m.
SAIGON	"CHINRU"	On 1st Aug., 9 a.m.
SAIGON	"SINKIANG"	On 2nd Aug., 4 p.m.
SAIGON	"SZECHUEN"	On 4th Aug., 4 p.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (extending to Peking), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE

Telephone Central 33. (JOHN SWIRE & SONS, LTD.) Agents

CARGO & "APCAR" CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) [4]

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aus. Ports.
"TAIYUAN"	26th July.	31st July, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE

Telephone Central No. 38. (JOHN SWIRE & SONS, LTD.) Agents

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Sequana" ... Dues Hongkong 2nd Aug. Leave Hongkong 3rd Aug.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEAPORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.

U.S.S. "West Chopska" ... Two Hongkong 11th Aug. Leave Hongkong 12th Aug.

TO MANILA AND SINGAPORE.

U.S.S. "West Carmona" ... Dues Hongkong 17th Aug. Leave Hongkong 18th Aug.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to—

STRUTHERS AND BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDIA-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building, Phone Central 50 008. K. A. BEYUM, Res. Agent.

[22]

DODWELL & CO., LIMITED

For BOSTON & NEW YORK via SUEZ

A. "EGREMONT CASTLE" ... sailing on or about 11th Aug.

B. "BOWLES CASTLE" ... sailing on or about 7th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIRELLA having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 1886.

FOR SHANGHAI, YOKOHAMA & KOBE

A. "TRIESTE" ... sailing on or about 28th July.

B. "ROSANDRA" ... sailing on or about 2nd Sept.

FOR BRINDISI, VENICE & TRIESTE

Via SINGAPORE, PENANG & COLOMBO.

A. "DUCHESSE D'AOSTA" ... sailing on or about 7th Aug.

B. "TRIESTE" ... sailing on or about end of Aug.

C. "ROSANDRA" ... sailing on or about end of Sept.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

From Calcutta and Colombo

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

[3]

